

With which is incorporated The

Hstabilshed February, 1845. "Hongkong Evening Mail and Shipping List." Published every Evening.

HONGKONG, WEDNESDAY, OCTOBER 3, 1877.

日七卅月八年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

Vol. XXXIII. No. 4449.

LONDON :- F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 80, Cornhill. Gordon & Goton, Ludgate Circus, E.C. BATES, HENDY & Co., 4, Old Jewry, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street. NEW YORK :--- ANDREW WIND, 188, Nat-

sau Street. AUSTRALIA, TASMANIA, AND NEW ZRALAND: GORDON & GOTOH, Melbourns and Sydney.

SAN FRANCISCO and American Ports generally :-- Bran & Black, San Fran-

CHINA :- Swatow, QUELCH & CAMPBELL Amoy, WILSON, NICHOLLS & Co. Foochow, HEDER & Co. Shanghai. LAME, CRAWFORD & Co., and KELLY & WALSH. Manila, C. HEIMSEEN & Co. Macao, L. A. DA GRAGA.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND,..... 650,000 Dollars.

COURT OF DIRECTORS. -Chairman-H. Hoppius, Esq.

Deputy Chairman-F. D. Sassoon, Esq. E.R. BELILIOS, Esq. | WILHELM REINERS, W. H. FORBES, Req. Hon. W. KESWICK. | ED. TOBIN, Esq.

A. McIves, Esq. CHIEF MANAGER. Hongkong,.....THOMAS JACKSON, Esq.

MANAGER. Shanghai, Ewen Cameron, Esq. LONDON BANKERS. London and County

HONGKONG.

INTEREST ALLOWED. N Current Deposit Account at the rate of 1 per cent. per annum on the daily

For Fixed Deposits :--For 3 months, 2 per cent. per annum. 4 per cent. ,, ,, 5 per cent. ,, -, ,,

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, every description of Banking and Exchange business transacted. Drafts, granted on London, and the admitted. chief Commercial places in Europe, India, Australia, America, China and Japan.

Chief Manager

T. JACKSON,

Offices of the Corporation, No. 1, Queen's Road East. Hongkong, August 16, 1877.

CHARTERED BANK OF INDIA. AUSTRALIA & CHINA.

CAPITAL,....£800,000. RESERVE FUND,....£110,000.

BANKERS. THE BANK OF ENGLAND.

THE CITY BANK. THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONG- I KONG grants Drafts on London and the East; buys and receives for collection Bills of Exchange; and conducts all kinds PIANOS FOR SALE, New and Secondof Banking and Exchange Business. Local Bills discounted, and Interest allowed on Current Accounts and on Deposits for fixed periods on terms which may

intimations.

be ascertained on application.

DENTAL NOTICE.

TAR. STOUT has RETURNED, and will be ready to receive Patients on MONDAY the 24th Instant, until further notice, at his Rooms, Ground Floor, Hotel De L'Univers. Office hours, 8 to 12 Noon and 2 to 4 p.m. Hongkong, September 22, 1677."

DENTAL NOTICE. TAR. ROGERS begs to inform his Patrons and the Public that he in. H. E. SIR ARTHUR KENNEDY, tends to visit AMOY and FOOCHOW in September and October, leaving HONG. KUNG about the 15th of September.

Hongkong, August 6, 1877.

W. BALL, CHINA DISPENSARY,

MPORTER OF DRUGS, CHEMICALS. DRUGGISTS' SUNDRIES, TOILET REQUISITES, PATENT MEDI-CINES AND PERFUMES.

Prescriptions Disponsed with Carefulness and Prompt Attention.

PRAYA WEST, HONGKONG, Near the Canton Steamer's What! Hongkong, July 18, 1676.

Intimations.

號三月十年七十七百八千一英

G. FALCONER & Co.,... WATCH AND CHRONOMETER MANUFACTURERS,

JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

46, Queen's Road Central. Hongkong, August 20, 1877.

THE OHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR

CHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributors may be arranged. Returns not rendered prior to the 81st October next will be adusted by the Company, and no claims or alterations will be subsequently admitted. JAS. B. COUGHTRIE,

Secretary. Hongkong, August 1, 1877.

CANTON INSURANCE OFFICE.

NTOTICE is hereby given that the Ordinary General MEETING of SHARE. HOLDERS in the above Office, will be Held at the Office of the Undersigned. No. 7, Queen's Road, on TUESDAY, the 9th Instant, at 8 p.m.

JARDINE, MATHESON & Co., - General Agents,

CARTON INSUBANCE OFFICE. Hongkong, October 2, 1877.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR

Undersigned with a List of their Contribu- HOTEL COMPANY, LIMITED, who will supply tions for the year ending 31st December last, any information required. in order that the distribution of Twenty p cent (20 %) of the Nett Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently

JARDINE, MATHESON & Co., General Managers. Hongkong, August 1, 1877.

NOTICE.

TR. A. HAHN begs leave to inform his IVI numerous Patrons and the Public generally of Hongkong, that, by special request, he has now OPENED his ESTAB-LISHMENT in this Colony at WANCHAI, in the Premises lately occupied by the

American Consul. MR HAHN trusts to be favored with the continued Patronage of the public, as he has COAL, lately received a NEW STOCK of RE-PAIRING MATERIALS, all of the best qualities, from England, France and Germany. Inspection invited. Hongkong, September 7, 1877.

DIANOS and any other Musical Instruments TUNED, REPAIRED, and RE-CONSTRUCTED. the Chief Commercial places in Europe and PIANOS ON HIRE, by the Month or Occasionally.

> Hand, all in perfectly Good Order, Guaranteed. Special Attention is invited to a new Grand Cottage PIANO, by Luders and Runner, Zeitz-Just Received from Ger-

many, and specially constructed for this climate to the order of the Undersigned. Orders from any of the Outports in the East, will meet with prompt attention if ages.

Messrs GAUPP & Co. Hongkong, September 7, 1877.

AFONG,

PHOTOGRAPHER, by appointment, to

GOVERNOR OF HONGRONG

H. I. H. THE GRAND DUKE ALEXIS TO WONG HING LINEUNG & Co., OF RUSSIA.

II AS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of Standard Albums, Armorial Monograms tion. and Postage Stamp Albums, Russia Leather, Velvet and carved-wood Albums, Cases and Frames, nice Albums for Cabinet Portraits only, Portraits of the Generals of the present Russo-Turkish War, Eminent British Statesmen, the two Chinese Ambeasadors in Cabinet and Carte de Visite sites, Coloured Portraits of English Ladios.

Hongkong, August 24, 1877.

Intimations.

CONDENSED EGGS.

THIS NEW ARTICLE, recently placed upon the Market, consists simply of fresh-laid HENS' EGGS, from which most of the water has been evaporated, and being hermetically sealed, remains perfectly sound. The EGGS thus condensed are obtained in the Empire of China, and canned in the immediate vicinity in which they are produced, thereby avoiding the deterioration to which EGGS are subjected when transported in the shell. So that, in point of fact, the CONDENSED EGGS preserved under the patent of A. R. Davis, furnish to the consumer, EGGS possessing more perfectly the properties of fresh-laid EGGS than those ordinarily supplied to any city.

The CONDENSED EGGS will beat up into light froth as readily as EGGS taken immediately from the shell, and are equally valuable in making Cakes, Custards, Creams, Pastry, Puddings, Egg-Nog, &c., &c.

ECONOMY.

For Hotels, and Restaurants, or for Families, or Vessels at seg, this Article is invaluable, as there is no loss from breakage or decay, and a tin will keep for any length of time after opening, being sealed only for transportation.

One Table spoonful is equal to one Egg. Add equal amount of water (warm is preferable); dissolve it well; then use same as any Egg.

LAMMERT, ATKINSON & Co., Agents for Hongkong. MUSTARD & Co.,

General Agents at Shanghai.

THE HONGKONG HOTEL. TENDERS are invited for a LEASE of the HONGKONG HOTEL, the present Five yearly Lease expiring on the 31st August, 1878. SEALED TENDERS to CHAREHOLDERS in the above Com- be sent in on or before the 31st March, pany are requested to furnish the 1878, to the Secretary of the Hongkong

By Order of the Directors, LOUIS HAUSCHILD,

Secretary. Hongkong, September 15, 1877.

NOTICE.

A. MILLAR & Co., PLUMBERS, AND GAS RITTERS. Queen's Road East,

HONGKONG. September 15, 1877.

> AH-YON, COMPRADORE AND STEVEDORE,

No. 57, Praya West. SHIPPING SUPPLIED WITH ALL KINDS OF WATER, BALLAST FRESH PROVISIONS & OILMAN'S STORES

Of the best quality and at the shortest notice. Hongkorig, May 1, 1876.

RELIABLE,

ECONOMICAL, SAFE!

ESIRING to benefit by the worldwide reputation of our Oil, certain parties have attempted to imitate our pack-Suits at law have been instituted against the Maners and Purchasers of Care of Mesars Lane, Chawford & Co., these imitations. Buyers should be careful F. RAPP in our Firm Chased from to see that the words "DEVOE'S BRIL-LIANT" are steneilled on the cases, and the words "DEVOE M'F'G CO. PATENTS" are stamped on the top of the can,

> THE DEVOE MANUFACTURING Co. 80 Beaver and 127 Pearl Streets,

NEW YORK, U.S. A.

COAL MERCHANTS, Have always on hand for Sale every Wyndham Street, formerly ATHLETIC CLUB, description of COAL at Moderate Prices. Mr Anyon has been appointed Manager and all Orders addressed to him at 5 Prays, or to Mr Fat Jack, at 30, Hing assorted sizes. Ex S. S. Tigre, Revolving Long Street, will receive immediate atten-

Hongkong, March 19, 1877. mo19

WASHING BOOKS. (In English and Chinests of Ladies and Gentlemen, are now ready at this Office-Prior, \$1 cach. CHIRA MAIS OF THE LAW POPULAR

For Sale.

LAMMERT, ATKINSON & CO. HAVE FOR SALE, EX STEAMSHIPS

"YORKSHIRE," "MADAGASCAR," "CITY OF TOKIO," &c., &c.

EW SEASON'S (MAY) BUTTER. The First Shipment of Busch & Co.'s Celebrated Cowbrand DANISH BUTTER. In Tins of 1 lb. each, 60 Cents per lb. In Tins of 2 ib. each, 55 Cents per lb. In Tins of 4 lb. each, 50 Cents per lb.

Fresh supplies of CROSSE & BLACKWELL'S OILMANS' STORES, and American Family MESS STORES,—As per their JULY PRICE LIST.

(All Stores sold by L. A. & Co. are of the Very Best Quality.)

Chappella & Co.'s. New and Popular MUSIC and SONGS. Very Superior California BLANKETS, 12/4 and 14/4.

California KNEE BOOTS. Dawson's Best London made GENTLE. MEN'S BOOTS. HORSE BLANKETS.

Central and Pin-fire CARTRIDGE Gun-Wads, PERCUSSION CAPS. BILLIARD TABLE CLOTHS. ROCKETS and BLUE-LIGHTS. HOTH'S RUSSIAN ROPE and TARRED LINES.

FISHING LINES and WHITE LINES of all descriptions. INDIA RUBBER SHEETS, and Insertion of all Sizes. INDIA RUBBER and CANVAS DE-LIVERY and SUCTION HOSE. Cabin Suspension LAMPS.

Cabin CANDLESTICKS. FENDERS and FIRE IRONS. Japanned TOILET SETS. CARRIAGE LAMPS, and CARRIAGE CANDLES. WATER FILTERS.

Gosnell's HAIR BRUSHES, TOOTH BRUSHES, and NAII BRUSHES. A Fine Assortment of DE LA RUE'S STATIONERY, BOOKS, novels, works of reference,

SCHOOL BOOKS. Hongkong, September 15, 1677. - FOR SALE.

DERLIN TIVOLI BEER, in Cases of 4 Doz. Quárts. WIELER & Co.

Hongkong, August 20, 1877. FOR SALE. MHAMPAGNE 1874,

HEIDSIECE & Co.'s MONOPOLE. DEETJEN & Co. Hongkong, October 2, 1877.

FOR SALE. OUTLER, PALMER & Co.'s Celebrated

Brands of WINES and SPIRITS. Apply to SIEMSSEN & Co. Hongkong, June 22, 1876.

NOW READY.

CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I., A to K, with Introduction. Royal 8vo., pp. 202.—By ERNEST JOHN EITEL, Ph.D. Price: Two DULLARS AND A HALF.

To be had from Messrs Lanz, CRAWFOR! & Co., Hongkong and Shanghai; and Messra Kelly & Walsh, Shanghai. Hongkong, February 8, 1877.

Notices of Firms. NOTICE. THE Interest and Responsibility of Mr.

F. BLACKHEAD & Co. Hongkong, October 1, 1677. NOTICE.

TER. CHARLES DAVID BOTTOMLEY was admitted a PARTNER in our Firm on the 1st July, 1877. DOUGLAS LAPRAIK & Co. Hongkong, September 22, 1877.

TATE have been appointed AGENTS for the GERMANIO LLOYD, GERMAN and International Society for the Clas-SIFICATION OF SHIPS. MELCHERS & Co.

Hongkong, September 11, 1877. oc11

NOTICE.

THOM This Date Mr EDWARD SHEPPARD and Mr M. W. GREIS, are autho-In English and Chinest, rized to Sign the name of our Firm per ASHERMAN'S BOOKS, for the two Procuration at Poochow, and Mr. F. F. ELWELL & Amor. PL RUSSELL & Co. Chins, Jone 1, 1917,

To Let.

TO LET. TOS. 4, and 5, PECHILI TERRACE, ELGIN Apply to

LANE, CRAWFORD & Co. Hongkong, July 30, 1877.

N OFFICE TO LET. Apply to LANDSTEIN & Co. Hongkong, September 15, 1877.

TO LET. TOP FLOOR of the House now occupied by Mr A. HAHN, at Wanchai. Apply on the Premises.

Hongkong, September 11, 1877.

TO LET. THE DWELLING HOUSE in CAINE ROAD, at present in the occupation of H. DU POURY, Esq. Possession from 1st November next.

JOHN JACK,

East Point. Bongkong, September-7, 1877. TO LET.

FI HE Dwelling House and Offices No. 1. D'Aguilar Street, lately in the occupation of Messrs Douglas Laphair & Co. The Dwelling House No. 10, Gough Street.

Apply to DOUGLAS LAPRAIK & Co. Hongkong, July 9, 1877.

TO LET. TTOUSE No. 10, Albany Road, lately occupied by the Rev. R. H. Kinn. "Bisnee Villa," Pok-foo-lum, Furnished. Houses Nos. 8 and 9, Peddar's Hill. DAVID SASSOON, SONS & Co.

Auctions.

Hongkong, July 21, 1877.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell on SATURDAY.

the 6th October, 1877, at 4 p.m., at the Soot.— 7 CHINESE HOUSES, Nos. 7 to 19, Situated at the Upper Station Street. Ground Rent, \$14 per Annum.

For Particulars, apply to J. M. GUEDES, JR., Auctioneer.Hongkong, September 20, 1877.

Shipping. Steamers.

FOR SHANGHAL The Steamship

PAULSEN, Master, will be despatched for the above Port on THURSDAY, the 4th Instant, at 3 p.m. For Freight or Passage, apply to SIEMSSEN & Co..

Agents. Hongkong, October 2, 1877.

FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE (Calling off the usual Coast Ports to land Mails and Passengers.)

The Eastern and Australian Mail Steam Co.'s Steamer "BRISBANE" will be despatched as above on MONDAY, the 8th October at 4 p.m. For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Hongkong, September 29, 1877.

Sailing Vessels. FOR SAN FRANCISCO.

The 3/3 L. I. I. German Ship " GALATEA," JARGER, Master, will load here for the above Port, and will have quick despatch For Freight, apply to

Hongkong, September-10, 1877. FOR SAN-FRANCISCO. The A 1 British Ship J. HARRIS, Master, will load

VOGEL, HAGEDORN & Co.

will have immediate despatch. For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, September 1, 1877.

here for the above Port, and

FOR HAMBURG. The A 1 British Bark "LORD MACAULAY. Capt. Muniman, will load for the above Port, and will have quick despatch.

For Freight, spiply to VOGEL, HAGEDORN & Co. Houghous, July 20, 1877.

Shipping.

Sailing Vessels. FOR NEW YORK. The A1 British Bark

"ABERLADY," J. NICOLL, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

VOGEL, HAGEDORN & Co. Hongkong, August 16, 1877.

FOR NEW YORK. The A 1 British Barque HASTINGS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, August 16, 1877.

FOR LONDON. The * A 1 100 years splendid British Clipper Ship "SYDENHAM," A. MILLAR, Commander, will

have quick despatch for the above Port. For Freight, apply to VOGEL, HAGEDORN & Co.,

Hongkong, September 27, 1877. FOR LONDON. The A 1 British Barque "GEO. CROSHAW," "GEO. CROSHAW,"
GEO. IRVING, Master, will have early despaich as above.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, July 28, 1877.

> FOR LONDON. The 100 A 1 British Barque "WOODVILLE.

T. E. Nelson, Master, will load here and have quick despatch. For Freight, apply to . MEYER & Co.

Hongkong, September 26, 1877.

FOR NEW YORK. The A 1 American Ship "H. S. SANDFORD," A. Sleeper, Master, will load

here for the above Port, and-

have early despatch. For Freight, apply to RUSSELL & Co. Hongkong, September 26, 1877. - oc26

Notices to Consignees.

FROM LONDON AND SINGAPORE.

THE S. S. Glenearn having arrived, Consiguees of Cargo are hereby informed that their Goods are being lauded at their risk and stored in the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained. Optional Cargo will be forwarded to Yokohama, unless notice to the contrary is given before 1 p.m To-day. Oargo remaining undelivered after the 7th Instant will be subject to rent. No Fire Insurance has been effected.

Hongkong, October 1, 1877. FROM HAMBURG, PENANG AND

SINGAPORE.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.

THE S. S. Egeria, PAULSEN, Master, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk by the Undersigned and stored in their Godowns, whence and/or from the Wharf or Boats delivery may be obtained. Optional Cargo will be sent on to Shanghai, unless notice to the contrary is given before 8 p.m. To-day. Cargo remaining undelivered after the th Instant will be subject to rent.

SIEMSBEN & Co. Agents. Hongkong, October 1, 1877.

Bills of Lading will be countersigned by

MARITIMES.

COMPAGNIE DES MESSAGERIES

No Fire Insurance has been effected.

MONSIGNEES of Cargo per S. S. Ettphrate, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Guidwas, whence delivery may be obtained immediately after landing. Bills of Lading will be countersigned by

the Undersigned. Goods remaining unclaimed after Sature DAY, the 6th Instant, at Noon, will be subject to rent and landing charges. No Fire Insurance has been effected.

H. DV POURY. Hengkong, October 1, 1877.

intimations.

Volume Sixth of the "CHINA REVIEW."

No. I.-Vol. VI.

-OF THE-

Chinese Studies and Official Interpretation in the Colony of Hongkong. Constitutional Law of the Chinese Empire. The Tang Hou Chi, A Modern Chinese Nove

A Chinese Primer. The Law of Inheritance. Short Notices of New Books and Literary Intelligence.

Notes and Queries :---Chinese Marriages, Studies in Words: Curriculum of the The Educational

Chinese. Restoration of the Old Sounds of the Chinese Language. Notes on Chinese Grammar. Russian Sinologists. Assyria and China. The Word "Swallow."

Corrigenda.—Chinese Studies and Official Interpretation in the Colony of Hong

China Mail Office, Hongkong, September 1, 1877.

NJeither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crow of the following Vessels, during their stay in Hongkong Harbour:-

Not Responsible for Debts.

ABERLADY, British barque, Capt. Nicoll. -Jardine, Matheson & Co.

VISCOUNT MACDUFF, British 3-m. sch'ner, Capt. Wm. Wright .- Borneo Co., Limited. CRETERION, American ship, Captain W Lull.—Siemssen & Co. WOODVILLE, British barque, Captain

Nielsen.-Wm. Pustau & Co. ALPHINGTON, British barque, Captain G. Cunningham.—Wieler & Co.

CORINNE, British barque, Capt. Robertnon.-Wieler & Co.

CHINAMAN, British barque, Capt. Mac-Kenzie.-Chinese. ANNIE S. HALL, American bark, Captain

C. H. Nelson.—Douglas Lapraik & Co. RAJANATTIANUHAR, British str., Captain Hopkins.—Yuen Fat Hong. CILURNUM, British ship, Captain E.

Shrewabury.—Wieler & Co. MELUSINE, German barque, Captain Th. Pflieger.—Melchers & Co.

forday's Advertisements.

FOR SWATOW, AMOY & FOODHOW. The Steamship " DOUGLAS," Captain G. D. PITMAN, will be despatched for the above Ports on SUNDAY, the 7th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong. October 3, 1877. GENERAL WEEKLY SALE.

ANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya Central, on

FRIDAY,

the 5th October, 1877, at Noon,-OILMAN'S STORES, Pickles, Sauces, Salad Oil, Vinegar, Mustard, Raisins, Jams, Jellies, Cheese, Hams, &c., &c. Coloured Flannel, Socks, Stockings, Kerosene Table and Hanging Lamps Walking Sticks, Padlocks, Paint Brushes. Birdseye and Smoking Mixture Tobacco, Revolvers, Rifles, Cartridges. Wright's Coal Tar Soap Tablets.

"To close Consignments,) 1 Gazogene Apparatus complete. with Drawing off Machine for Syphons

and Bottles. 30 Syphons with Large Lever. 9 Gazogenes.

Organ.

1 5-Octave Harmonium.

Gavioli Flute, or Hand Harmonium, 72 Flacons Quina Laroche. 50 cases Oregon Cider.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer, Hongkong, October 3, 1877.

NOTICE.

Estate of BERTHAM ATHERTON MITTORD, of Foochow, Deceased.

LL PERSONS INDEBTED to the MAIS BY THE ENGLISH PACEST. above Estate are requested to make The English Contract Packet KHIVA immediate Payment to the Undersigned. and those Persons having Claims against it must send in Particulars, accompanied by the proper vouchers, before the 20th of October next.

CHAS. A. SINCLAIR. H.B.M. Consul, Foochow. H.M. Consulate, Fooshow, 18th September, 1877.

Oct. 2. Mignon, American schooner, 484. L. H. Soule, Halphong Sept. 13, Rice .--EDUARD SCHELLHARS & Co. Oct. 2, Camoes, British steamer, 95, W S. Carter, Swatow Oct. 1, Ballast.-Kwon

AC : BONG. Oct. 3. Douglas, British steamer, 864, Geo. D. Pitman, Foochow Sept. 28, Amoy Oct. 1, and Swatow 2, General. - Douglas

Lapraix & Co. Oct. 8, Carl, German brig, 215, Thomson, Newchwang Sept. 16, Beans, - Offices. Oct, 3, Sun Kee, Uhinese R. O., from a

DEPARTURES. Oct. 3. Penedo. for Saigon. Sophis, for Newchwang.

Hoi Chong Ching, for a cruise. Glenearn, for Yokohama. Burmese, for Singapore and Penang. Fuyew, for Shanghal.

Annie S. Hall, for Newchwang.

CLEARED. Viscount McDuff, for Haiphong. Osaka, for Guam. Northampton, for Singapore. St. Anne, for Haiphong. Bertha, for Whampoa. Titan, for Guam.

PASSENGERS.

Per Douglas, from Coast Ports, Capt. Clarke, Messrs Barff, Bikgate, and Yee Cheong, 12 Malays, and 143 Chinese deck.

Per Glenearn, for Yokohama, Mr McA. Per Penedo, for Salgon, 100 Chinese. Per Fuyew, for Shanghai 70 Chinese. Per Burmese, for Singapore and Penang,

378 Chinese. TO DEPART. Per St. Anne, for Haiphong, 6 Chinese.

SHIPPING REPORTS. The American schooner Mignon reports: Light S.E. winds in the Gulf of Tonquin latterly strong N.E. winds, with rain and squally weather.

The British steamer Douglas reports: Experienced N.E. winds and fine weather throughout. In Foochow :-- H.M.S. Mag pie and Nassau, and strs. Juan, Gleneagles, and Han-kwang. In Amoy :- Strs. Consolation, and H.M.S. Hornet. In Swatow: -Strs. Lee Yuen, Foochow, and Spartan. The German brig Carl reports: N.E. winds and fine weather throughout the

Charters Effected.

The following charters have been effected during the last week :---

British bark Woodville, 714, hence to London, private. American ship Henry S. Sanford, 1159, hence to New York, private. German bark Bertha, 442, hence to

Hamburg, private. British ship, Banian, 760, Amoy to New York, private. chwang to Hongkong, 26 cents per picul,

25 lay days. German bark Malvina, 499, Newchwang to Hongkong, 27 cents per picul, 25 lay

British bark Georgina, 314, Newchwang to Whampoa, 30 cents per picul, 22 lay days. British bark Nimrod, 695, Newchwang to Swatow, 24 cents per picul, 30 lay days. American bark Quickstep, 826, Newchwang to Swatow, 22 cents per picul. British bark Merse, 629, Newchwang to Swatow, 28½ cents per picul, 25 lay days. British bark E. M. Young, 345, New-

chwang to Swatow, 281 cents per picul, 24 lay days. American schooner Annie S. Hall, 455 Newchwang to Swatow, 28½ cents per ploul, 25 lay days.

British steamer Pernambuco, 648, Hongkong to Saigon, \$1,200 in full. British steamer Penedo, 652, Saigon to

to Singapore, \$8 per head, 10 lay days. British schooner Viscount Macduff, 289, herce to Haiphong and back, \$1,900 in full, 25 lay days.

British bark Anazi, 468, cleared for British ship Sydenham, 1063, has taken the berth for London, rate nominally £2 per 50 feet. taken the berth for Singapore, having been

POST OFFICE NOTIFICATIONS. MAILS will close:—

ordered to that Port from home.

For SHANGHAL --Per EGERIA, at 2.30 p.m., on Thursday, the 4th inst.

For BANGKOK. -Per RAJANATTIANUHAR, at 3.30 p.m., on Thursday, the 4th instant, instead of as previously notified.

For SWATOW, AMOY & FOOCHOW .-Per DOUGLAS, at 5 p.m., on Saturday, the 6th inst.

MAILS BY THE TORRES STRAITS PACKET.— The Australian Contract Packet BRIS-BANE, will be despatched from October, with Mails for Singapore, Somerset, Cooktown, Cleveland Bay, Bowen, Keppel Bay, Brisbane, Sydney, Tasmania, New Zealand, and Mel

Correspondence cannot be Registered after The Mails will be closed at 3.30 p.m. Correspondence for New Zealand must be

specially directed via Torres Straits, or it will be sent via Galle. Correspondence for Southern Australia can be sent by this route if desired, but as a general rule it is better to send it vik Galle.

Hongkong, September 29, 1877

will be despatched with the Mails for Europe, &c., on THURSDAY, the 11th October The following will be the hours of closing

the Mails. &c. :-Wednesday, the 10th October 5 P.M., Money Order Office closes. 6 P.M., Post Office closen except the Nicht Box, which remains open all night. Thursday, the 11th (ctober.--

7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence. 10 A.M., Post Office closes except for Late Latters. Registry of Letters ceases. 10.18 a.m., Letters may be posted with LATE FUR of 18 cents extra Postage till

(11.30 A.M., Letters (but Letters only · Via Brindisi, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents exist postage,

11.50 a.M., when the Mail is finally dereigned were deputed to undertake the Hongkong, September 24, 1877,

FOR TO-MORROW Shipping.

3 p.m. - Egeria leaves for Shanghai.

General Memoranda.

FRIDAY, October 5:--Noon. -General Weekly Sale by Mesars Lane, Crawford & Co.

BATURDAY, October 6:-Goods per Ava undelivered after Noon. subject to rent and landing charges. 4 p.m.—Sale of Houses, at the Upper Station Street.

SUNDAY, October 7:-Daylight.—Douglasleaves for Coast Ports. Goods per Glenearn undelivered after this date subject to rent. Goods per Egeria undelivered after this date subject to rent.

4 p.m.—Brisbane leaves for Singapore, &c. Tursday, October 9:— 3 p.m.—Meeting of Shareholders of the

Canton Insur. Office, at No. 7, Queen's

Monday, October 8;-

Road. THURSDAY, October 11:-Noon,-English Mail leaves for Ports of Call and Europe.

HONGKONG DISPENSARY

Established A.D. 1841.

THE

大藥 潜 .A. S. WATSON & Co., Family & Dispensing Chemists WHOLESALE AND RETAIL DRUGGISTS,

1MPORTERS

DRUGGISTS' SUNDRIES, NURSERY REQUI-SITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT

> Medicines. MANUFACTURERS

British bark Glamorganshire, 456, New- | Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct an continuous European Supervision... Hongkong, June 1, 1876.

ai 6.55 p.m.

THE CHINA MAIL.

HONGRONG, WEDNESDAY, OCT. 3, 1877.

THERE have lately appeared from the

pen of "A British Merchant at Chefoo

two lengthy acticles respecting British shipping interests in China. One peared some time ago in the North German steamer Cassandra, 928, Swatow China Herald, and the other, entitled The Treaty Illegality of the Coast Trade Duties levied by the Chinese Government on British and Foreign Shipping," we have just received pamphlet form. In the first article, the author demonstrates the importance of the subject by a few statistics respecting the employment of British shipping along the Chinese Coast. British shipping was British ship Northampton, 1161, has represented in China in 1875 by an aggregate of 3,663,461 tons measurement entered and cleared for intermediate voyages between the fourteen river and sea-board ports, exclusive of the tonnage under the British flag employed in the direct trade between Great Britain and China, and without computing those vessels that trade between Hongkong and the ports on the coast of China, which, together, form a still greater total than the quantity of tonnage first mentioned. The aggregate foreign tonnage employed in the China coasting usage on this point. It is not too much trade in 1875 was 6,900,247 tons, so it will be seen from the foregoing figures that the British flag covered 53 per cent, of this large amount of ship. ping. It may also be noted that the total value of the merchandise carried Hongkong on MONDAY, the 8th in this trade during the year was £35,750,000, and the computed share of this amount borne on British vessels not less than £17,000,000. At the present moment, says the author, the subject is still more deserving of special attention, owing to the indirect endeayours which are now being made by the Chinese Government to frustrate the privileges granted to British shipping in the Treaty of Tientsin by the establishment of a fleet of mercantile steamers, miscalled "The China Merchants' Stesmer Company," for the avowed purpose oc8 of undertaking the carrying trade of both foreign and native merchandise to and from every river and coast port of China that are open to foreign commerce, at such low rates and under such official pressure as shall make the employment of any other nation's coasting vessels so unprofitable to their owners, as shall force them to abandon this branch of local enterprise. That there may be no doubt as to the Chinese Government holding these intentions, the author appends extracts from the pub. shout. lished reports of the "China Merchants Steamer Company," among them the

"The C.M.S.N: Co. was established in virtue of a memorial to the Throne by Id Hung-chang, to the effect that the Company should purchase steamers for the conveyance of Government grain, and the monopoly of mercantile transport. The scheme, excellent and far-seeing as it is, so one of great intaddressed to the United Kingdom portance to the Government and people. During the winter of the 11th year (1872). Chu Ynen-fou, by rank a Taotai, was appointed manager of the Company. In the Eth moon of the 12th year (1873), the unreorganization of the working of the Com-9011 pany. Entrusted with the command of the

high officials, we have been most vigilant and active in endeavouring to carry out and adhere to the fixed regulations."

The Chinese Government in order to carry out its purposes now professes, says the author, that British vessels have no right by treaty to the coasting trade, and that, should they be indirectly excluded from it by the opposition of the Government mercantile steamer fleet, instead of by a direct refusal to acknowledge any such right as emanating from the treaty, no just remonstrance from the British Government would be thereby possible against the measures now in progress of adoption for that end. Consequently it becomes necessary to establish beyond cavil, the treaty right of British and other foreign vessels to participate in the riverine and coasting trade of China.

The author then proceeds to point out that by the European and American Treaties concluded with the Chinese Government at Tientsin in 1858 privilege of trading in Chinese products between the different ports of the Chinese coast was accorded to foreign vessels on the mere payment of tonnage dues not exceeding four mace-per ton in every four months (see Articles XI and XXIX of British Treaty); and, moreover, that should such vessels be solely employed for the conveyance of passengers, baggage, letters, articles of provision, or other articles not subject to duty, between any of the open ports, they should be even exempt from such payment, and so be admitted to the entire coasting trade of China, on her rivers and seaboard, wherever trade was to be established, free from all taxation whatever. (See Article XXXI of British Treaty). Following up the same subject, the author, in his pamphlet, proceeds to demonstrate the illegality, under the Treaties, of the Coast trade duties levied by the Chinese Government on foreign shipping. It is, he says, "astonishing to find that, notwithstanding these clear and summary Treaty stipulations, there should be levied in addition to the above-mentioned dues on vessels gaged in the coasting trade of na, another serious tax in the shape of a coast trade duty, which, though rightly and fairly. nominally charged on the cargoes of native produce carried by foreign vessels, is substantially an equivalent impost indirectly burthening the shipping employed on the Chinese coast, and amounting in the year 1876 to The 1,104,448.0.0, The publication of this issue commenced or more than tenfold the amount of the total tonnage dues (Tls. 104, 303) collected under the Treaties from the foreign coasting traders; so that instead of the egitimate duty of four mace per ton for every four months, which was settled by Treaty, an actual amount of four taels and four mace per ton for every four months is now levied by the Chinese Government on all foreign shipping trading on its coast, making an annual taxation of thirteen taels and two mace per ton, or nearly the equivalent of one-fifth of the entire cost of every vessel sent out to China from Europe and America for the coasting trade, which is thus absorbed for the benefit of the Manchu reigning dynasty of China without its having any

general Treaty right to do so." What makes this affair still more astonishing, is that in nearly all the Treaties between those Western nations it is expressly stimulated, even when the coasting trade has been thrown open to foreigners, that no tonnage dues or other dues under whatever denomination, shall be levied on them in excess of what is levied on native vessel engaged in the same trade, so that the Chinese Government has been treated with in an exceptionally favourable manner by these western nations in this respect, by even allowing it to levy differential tonnage dues on their ships, in opposition to their own generally received customs as observed by Western nations amongst themselves; and still more so by allowing it to impose coasting trade duty in addition to the dutie already levied in excess of international assert, that no one of the Western nations before named would submit to such a crush ing additional taxation on their shipping as that above-mentioned, if it were sought to be imposed on any one of them by the others as the condition of their being admitted to the liberty of the coasting trade.

length to show how it was that so grievous a tax on foreign shipping, for which there is no foundation in the Treaties, was ever allowed by the British Government in the first instance, and afterwards by the other Treaty powers the transaction offer no satisfactory ex- three ships then, and Mr Hoppius said he planation for this restriction on the freedom of the coasting trade being in troduced, nor is there any evidence to show that it was admitted through some adequate compensation in the shape of said he could not make any arrangement increased trading privileges being granted but he thought it might do. I then went to foreigners by way of exchange over to Vogel, Hagedorn, and told them that I and above what they had secured by might have 600 to 600 tons for New York, Treaty. By referring, however, at length and asked them what freight they would to the antecedent circumstances of the transaction, namely to the events of the year 1858, and those immediately after the Penedo, but that he had 250 tons on the signing of the Tientsin Treaty, the author succeeds in showing how this sys- told me that he could not take the 250 tematic encroachment on the Treaty privileges of foreigners was brought.

REUTER'S TELEGRAMS. [Supplied to the "CHINA MAIL."

(Via Southern Route.) THE WAR. London, 1st October, 1877:

There are signs of an early and severe winter in European Turkey; two inches of snow has already fallen in the Schipka Pass. It is believed that the campaign in Russians will remain during the winter, strongly entrenched in the positions they actually cosupy at present.

LOCAL AND GENERAL.

In the Police Court to day, two of the cases against George Hamilton, an engineer, for obtaining goods under false pretences, were committed for trial. The charge preferred by Mr Koss was further remanded for the vidence of the Captain of the Amoy, while that of Mr Driscoll was abandoned, as the goods were never delivered.

We hear that, not only was Capt. Brown of the steamer Yotsai, fined \$266 at Macac for posting bills in the Holy City, but that he was arrested and placed in prison for non-payment of the fine (subsequently reduced to \$120). It has been stated that Mr Brown was taken from on board his steamer, by the authorities; but we fancy there must have been some mistake regarding this part of the story.

In the hurriedly-written paragraph of last night regarding the scratch four-oared race, our Reporter fell into an error, which appears to have arisen from the very short distance by which the Victoria (Walker's crew) headed the Sylph (Schultz's crew The Victoria was, according to the decision of the Judge (Mr Emory), about three-feet in advance of the Sylph, when she passed the imaginary line between the Bath-house and the buoy; and as no one could possibly occupy the exact position necessary to enable him to arrive at a just decision except Judge himself, it is not a desirable thing to question the decision arrived at. In a multitude of counsellors on such an occasion, each unit being placed at a different angle from his neighbour, there is no great amount of wisdom to be obtained. It is took place on the 14th or 15th June, 1877. unfortunate that the Judge appointed for any particular race is prevented from attending, but the fact of a substitute taking the place on a pinch does not justify any doubt being thrown on his capacity to act

SUPREME COURT. IN SUMMARY JURISDICTION. (Before His Honor Mr. Justice Snowden.) 3rd Oct., 1877.

\$1,000.—This was a claim for damages for alleged breach of contract. The Hon, the Attorney General, Mr G. Phillippo, instructed by Messrs Sharp, Toller and Johnson, appeared for the plaintiffs.

Mr Hayllar, Q.C., instructed by Mr Brereton, for the defendants. The following special Jury of three was empanelled :-- Messre G. B. Emory, J. G. T.

Hassell, and R. Lyall. and some 400 or 500 tons more to come. tons were accepted on condition of the dethe Hannah Law, with 500 tons in a following vessel, which turned out afterwards to be the Matchless, chartered by the plaintiffs. The defendants on the other hand contended that there was no definite undertaking to ship any fixed quantity beyond the 250 tons, because they did not know what quantity might be coming forward from Holkow. The plaintiffs alleged that in consequence of shipping this 250 tons, that a quantity of cargo of their own had to be shut out from the Hannah Law, which induced them charter the Matchless. After waiting long time, 61 tons more were shipped, and as the despatch of the Matchless could not be delayed, the future shipment of the sugar was transferred to the Johanna. No further shipment of sugar, however, was made, so that the plaintiffs had to fill the vessel with light cargo at 27/6 per ton or 30/ per ton, instead of £2.10 as contracted for the sugar. The claim was therefore for the difference in the rate of £2.10 and £1.10 for 339 tons which the defendant failed to ship with the The author then proceeds at great plaintiffs. The amount was \$1,989.78, but it was reduced to \$1,000 in order to bring the

Mr Richard ottel, ship-broker, was tirst called :- in the early part of June, I got some instructions from Messes Siemssen & Co., from Mr Hoppius. He asked me to look out for a versel for New York to carry could not say anything positive, but that take. They said the lowest was \$2.10. went back to inform Mr Hoppius, who said he could not be certain until the arrival of hand. I went back to Mr Vogel, who tons without the balance i believe he told me something about his having to thut out some other cargo. I informed Mr Hoppius that Mr Vogel could not take the 250 tons alone. Mr Boppius said he could not promise absolutely. I le: the matter stand, until about the 17 when the Penedo came and Mr Hoppins told me that he had the 2.0 tone now, and that I could engage the freight. I then went to Mr Voger and engaged for 250 tons, with the understanding that the balance would come. I went back to Mr Hoppius, who said he could not be positive that he would get the balance, but he had no doubt he would get the balance. A few days siteswards Mr Vogel asked me about the balance, and I went to Mr Hoppius. Bulgaria is virtually ended, and that the met Mr Carl Vogel at the office, and Mr Hoppius told me that he had arranged with Mr Carl Vogel. Mr Vogel told me that he could not ship the 200 tons alone, and that

he had shartered another ship on the under-

standing that the 400 to 500 tons of sugar would be forthcoming. I produce a memo. dated 18th June of engagement of 250 tons per Rannah Law. On the 29th June there was an entry of engagement for 400 to 500 tons per Matchless, or some other vessel. That was my understanding at the time.

By Mr Hayllar :-- I made the second entry on Mr Hoppius telling me that he had are ranged with Mr Vogel. He did not tell me what that arrangement was. As far as I can remember, I saw Mr Hoppius after the 18th June about the balance of the sugar. Mr Vogel paid me the commission on this transaction. I am not sure whether onthe 18th June, Mr Vogel had only one vessel on the berth; the Matchless might have been on the berth also. They generally have a ship on the berth for New York; they have one now. It is part of their business to charter ships for New York. Mr Hoppius told me that the augar was coming from Holhow. I believe he told me that the price of sugar had risen about 50° per cent then, and I believe he told me that he was afraid the Chinamen with whom he made the contract could not supply him with the quantity of sugar. He told me he could not tell me the quantity until the arrival of the Penedo. after the arrival he told me he had 250 tons. 61 tons were shipped by the Matchless afterwards. I have not been paid my commission in reference to this transaction. expect a commission on what was engaged.

Re-examined :- I generally get my commission when the ship leaves. I cannot tell if the Matchless was on the berth on 18th-June. Mesars Vogel do not always have a vessel on the berth for New York, but frequently they do. They put one on when there is chance of getting freight.

- Mr Engle Vogel was next called :- I am a merchant here and senior partner in the firm of Vogel, Hagedorn & Co. Mr. S ael came to me in June and told me that Mesars Siemssen & Co. had 250 tons of sugar to ship, and that there were 500 to 600 tons more. I told him that I. could not take the 250 tons alone, but that he must get the whole, that if he did not. we would have to shut out a quantity of our own, and that the 250 tons would not be aufficient to charter another ship. This Mr Stael went backwards and forwards several times. On the 18th the 250 tons arrived, and my brother came back to me and said he had arranged with Mr Hoppius. The Matchless was chartered either at the end of June or beginning of July. The Matchless went away with only 61 tons of the Sugar. Following this, the Johanna was chartered.

Mr Carl Vogel was next examined :- I belong to the firm of Messrs Vogel, Hagedorn & Co. I attend to the shipping department. On the morning of the 18th June, I went to Messrs Siemssen & Co. in reference to this matter. I saw Mr Hoppius, and told him that we wished to come to a Vogel, Hagedorn & Co. v. Siemssen & Co., settlement about the lot of sugar he was to ship with us. He said he could give me about 250 tons at once, but as to the balance he did not like to make an engagement then, as he did not know if it would be coming forward. I told him that on no account could we take the 250 tons alone. I said the Hannah Law was just about fully engaged, and that if we took these 250 tons, we had to shut out that quantity of our own cargo. I also told him that 250 tons were not. enough to start a new vessel. I said that The facts of the case were these. The with our 250 tons shut out, and the laintiffs had a vessel named the Hannah balance of sugar we might start a new vessel. Law on the berth here in June for New I told him that as the shipment of the York, and the defendants, who had some balance of the sugar was a question of time. sugar to ship to New York, instructed Mr | we could give him room in the following Staël, a ship-broker, to make arrangements | vessel. He replied that he did not know with the plaintiffs to ship 250 tons of sugar | the exact quantity coming forward, "It may which the defendants had on hand then, be 400 tons or it may be 600 tons." I replied, "Let us call it 500 tons, it does not According to the plaintiffs' version the 250 make much difference 100 tons more or He said it might be 400 or 600 tons. fendants promising to ship the 250 tons in | The result of our conversation was that Mr Hoppins agreed to ship 250 tons in the Hannah Law, and about 500 tons in the following vessel which required about two months to ship. -I am positive that was the arrangement made. The consequence of this was that I wrote immediately the letter of 18th June, enclosing three shipping orders for the 250 tons which had arrived here then. I also reported the engagement to my brother. (Letter produced) I would not have sent those shipping orders but for the arrangement, i.e. the agreement to ship the additional 500 tons. was aware that Mr Stael had offered the 250 tona before, which were refused by my brother. If the arrangement was to ship only 250 tons, I had no occasion to go to see Mr Hoppius. The chit-book was returned with the initials of what I believe to be those of Mr Hoppius. The shipping orders were made use of, and 250 tons were shipped. The Hannah Law sailed in August, the Captain having stopped here several days on account of bad weather. The Matchless was chartered at the end of June. I wrote the letter dated the 29th June (the object of this letter was to inform the detendants that the plaintiffs had booked 500 tons of sugar on their account). The chit-book was signed, but I received no answer to it. One day after this, I received an envelope from Messrs Siemssen stating that 900 bags of their sugar had arrived, and requesting shipping blindly following suit. The records of 600 to 800 tons sugar. I offered two or orders for that quantity. The shipping orders were sent for shipment in the Matchless. I wrote a letter to Messre Siemssen he would tell me. I tuen suggested that on the 80th July. (This letter requested he should make arrangements with Messrs information as to when the defendants Vogel, Hagedorn, who had then a vessel on would be ready to ship the balance of the the berth for New York. Mr Hoppius sugar, as the plaintiffs intended to despatch the berth for New York. Mr Hoppius the Matchless in a few days). This letter was written after the receipt of the 800 bags, about 61 tons. I got no answer to this. On the 31st July I wrote again. (This letter gave intimation that insemuch as the de-Fendants had not shipped the balance, and as the Matchless had to be despatched in a few days, that the shipment of the sugar had been transferred the Johanna, then placed on the berth for New York. It also requested information as to the probable quantity they had yet to ship). Another letter was sent on 21st August to the same purport. The chit-book feas signed 44 Will answer." On the same evening, I met Mr Hoppins at the Club, and he told me that he did not know when the sugar would be coming forward, adding that he was afraid that it would be an expensive case for his friend Mr Herton at Hollow. I saw Mr Guitsow in the absence of Mr Hoppius in reference to this sugar and to the transfer of the shipment to the Johanna. I got no answer to the letter of the 21st August.

Before the 29th August I met Mr Hoppius at

coming forward, and I believe he said then

that there, was no agreement as to the

engagement of shipment. This was on the

evening of the 26th August. I wrote on the

27th to the defendants. It requested in-

formation as to when the sugar would be

coming, as they had stopped loading the

duhanna in expectation of this sugger.

the Club, and he told me that no sugar was

Bugar would be snipped on the arrangement could not, as a was in great doubte. It said as they could see no foe, all being hidden installed in a very pleasant apartment close tid, and the whole painting is free from verbally come to with Mr Carl Vogel. The then said "Let us call it 500 tons." I said as they could see no foe, all being hidden installed in a very pleasant apartment close tid, and the whole painting is free from the Club. If the sugar had come, the Match- have as much of it as what comes." Mr wounded fellows who could walk or crawl, less could have taken the whole 400 tons. Vogel left without making any arrangement. or be lifted by their less severely wounded As no sugar was forthcoming, we had to fill I then discussed the matter with my partner. companies, sought refuge with us; and rethe Johanna with other light cargo at 27/6 I did not see Mr Vogel the same day. I fuge, indeed, it must have been, after the and 30/ a ton, instead of £2.10 for the su- received his first note half an hour after, frightful fire they had experienced. The gar. We lost at least 20/ a ton by the enclosing three shipping notes. That was shells, however, did not cease, and as Dr. sugar not being forthcoming. We wrote to the first intimation I had of his having acthe defendants on the 25th August (to the cepted the 250 tons. Mr Staël came again in me his assistant, I put sketch-book away effect that the plaintiff could not take the the afternoon, and I told him that Mr Vogel for sponge and water and bandages, and defendants' view of the case, and pointing had been here and had arranged. I had hard work we had. The first we attended out that they had suffered losses by their then three shipping orders. I had several was our captain, with a ball through his non-shipment of the sugar, and proposing conversations with Mr Vogel in reference to chest, helped out of the battle by a man to refer the matter to the arbitration of the this matter both at the Club and at my with a shattered arm and a man with a Chamber of Commerce. A reply was re- office; I told him I had much annoyance wound in his foot. Poor fellows; their ceived from the defendants, declining to en- from not being able to get the sugar from devotion to their officer was noble and tertain the proposition of arbitration by Hoihow. I also told him that we were touching, and glad I was to be of some use. the Chamber of Commerce. The plain- making a claim against the Chinese con- Of course, my bandages and instruments tiffs wrote, saying that they did not under- tractor for breach of contract. Mr Vogel were in Kezanlik, when I wanted them; stand why the defendants should decline did not demur. He never told me that I but I was obliged to take no more than stories going about respecting the visit of the reference to the Chamber of Commerce, was liable to ship the 500 tons sugar, never my horse could easily carry viz., a rug | the Grants to Windsor. In the dining room and proposing arbitration by some merchants told me that they had chartered the ship to and waterproof. They still came, the poor there were two tables, and Grant minor was and proposing arbitration by some merchants whom the defendants' might name. In reply take that sugar. In fact he made no ob- wounded fellows, and we were far from placed at the second, where sat the lords-into this the defendants wrote on the 29th Aug., jection to the non-arrival of the sugar. help. The artillery between us and the waiting. But his Republican soul swelled will see the tea grow turbid almost as soon repudiating that there was an engagement The first intimation I received about the Turks fell short of ammunition and retired. to ship 500 tons, and in view of one saying non-arrival of the sugar was on the 21st What a moment? Here were helpless men, "yes" and the other saying "no," Mr Hop- August. A day or two before this I had whom it was impossible and almost cowardpius did not think it was a question that telegraphed to New York to say that no ly to leave to the mercy of the Turks, and could be settled by arbitration, although he more sugar could be shipped. Mr Vogel yet self-preservation would cross one's mind would have compromised if he could. The said in a smiling sort of way "I am from one's inability to help them in case plaintiffs wrote again on the 5th September, very sorry for you to have to claim \$6000 of an advance of the Turkish right. Some stating that they had taken legal advice on for loss of freight from you." I thought he buried their heads in the ground, and others the matter and that they could claim for the was joking. I heard nothing more until one could see quite dazed, and since they that they could not accept the plaintiff's such an agreement. I then went to see no danger, till, to our relief, another battery

terms.) estimate of our loss.

more on the freight. The Hannah Law was slightest doubt of my memory as to the there were doctors behind our mound, a filled with the usual cargo for New York. nature of the contract. Mr Vogel is in the man came galloping up on what I at once It was our own cargo The rate of freight habit of chartering vessels and filling them recognized as our Colonel's horse, and said her was not about £2.10 on all himself. rate; it was a good market_rate. I cannot ed from Messrs Vogel, Hagedorn & Co., he little hospital, and rode away. We found tell the average rate of freight by the told me the reason why they could not take the poor Colonel with a shattered leg and on Aug. 18, the Dorset county magistrates Hannah Law. The freight by the Matchless | the 250 tons, because they had to shut out | several others in a bad way; we sent off was about the same as the Hannah Law; some cargo. Mr Carl Vogel told me the for assistance, and soon to our relief, a an extensive farmer of Charminster, near some of her cargo was at £2.10, and some same difficulty when he came. I thought party of ambulance men with litters Dorchester, who was summoned for commitnot sugar. By the time the Johanna was did not believe that kind of argument that Carrick was tired out, and I got a wounded how sugar. By the time the common was and not best to be shut out. I told him so. I officer on my horse and kept him steady. loaded the freight had gone down a good goods had to be shut out. I told him so. I officer on my horse and kept him steady. deal. £2.10 would be a very good rate of did not authorise Mr Stael to say that I had We had caten nothing since the night freight for the Johanna then. When I went no doubt that the whole 500 tons would before and it was now 8 o'clock. to see Mr Gultzow, he agreed to the transfer | come down. to the Johanna and seemed pleased with the arrangement. I knew from Mr Stael before the 18th June that Mr Hoppius did not want to bind himself to anything beyond the 250 tons. I went to Mr Hoppius not withstanding this, with the object of securing the whole sugar at Hoihow and expressed his grave | Continued:—I did not tell Mr Stael that in force not far from us, for we had to me after repeated threats, set doubts whether his contractor could supply. I had no doubt; on the contrary, I told advance to see our wounded friends. Ter. Mr Dunning then, after repeated threats, set I don't remember if Mr Hoppius in the price of sugar. The arrangement I mentioned as to when the sugar should be Bulgarians and a stray Cossack, and Carrick made with Mr Hoppius was not that I should shipped, it would be shipped as it arrived. and I ran opposite ways; no horses. W take the 250 tons at once, and any other in price 50 per cent on the 18th June. I me with the belief that Messrs Vogel were here far away from the retreating army, for

the Matchless about the 29th June. Re-examined :- I am not a partner, but sign the firm. I wrote the letter of the 27th by direction of Mr Emile Vogel, the Senior

the Matchless. The Court was was then adjourned for one

When the case was resumed Mr Hayllar onened the case for the defence. He said there were two legal points which he might have taken, viz. the want of certainty as to time and quantity, and the want of recipocrity, and he could have applied for a nonsuit, but Mr Hoppius wanted to meet the case on its merits. The learned counsel then went into the facts and addressed his argument on them.

Mr H. Hoppius was examined :- I am the managing partner of Mesers Siemssen & Co., and am the Chairman of the Hongkong and Shanghai Bank. In April last, I made a contract with a Chinaman at Hoi-how to supply us with 800 tons of sugar. price of sugar ruling from April to middle of June was \$3.23 to \$4.65 or \$4.70 a picul. The sugar was wanted for New York. consulted Mr Steel as to the means of conveying the sugar there. I instructed him to look out for a vessel that would take 600 to 800 tons of sugar to New York. I told him that I could not be positive of the quantity until I heard from Hoihow. On the 13th or 14th June Mr Steel first mentioned to me the name of Vogel. He said Mr Vogel would take my sugar at a reasonable rate. I told him I had to wait the arrival of the Penedo. The advices I received from Hoihow made me very doubtful that the contract would be fulfilled by the Chinaman. The Penedo arrived on the 17th. bringing to me 200 tons of sugar; the price future arrivals of the sugar. Mr Stael came on the morning of the 18th, and I told him he might engage for the 250 tons. came back in about twenty minutes, and said

"Mr Vogel, if we get the sugar, you can a splendid manner. Meanwhile, the poor

full amount, but would however, with the the 26th August about the sugar, and I told were shot, indifferent to what happened. object of settling the matter, accept without him I had none to ship. I saw he was then The captain ordered them not to show themprejudice a compensation in the amount for in earnest, and I tried to persuade him to selves, and as we could not bear to see the Queen right away." Her Majesty took the difference between £2.10 and £1.10, or recall to his mind the conversation we had their suspense, I, in my brown suit quite the matter, as it only could well be taken, £1 each for 350 tons, or in other words £350. on the 18th June, and he said he did not invisible, crept through the parched grass as a joke; but she must have had some The defendants replied on the 6th September remember. I then received on the 27th the till I could watch the operations again. I lay

of accepting £1 per ton was a very low make a compromise. He asked me if I fire on the Turks. Then the Infantry went could extend the date of the shipment, say in and won the day on our left wing, and By Mr Hayllar:—If the defendants had April next year, i.e. to give him future all was over for us. The last shell fell and sent the 350 tons, we would have got £350 shipments. I declined this. I have not the left us in peace with our charge. Hearing

The cargo at the lower freight was 250 tons was a very good inducement, and I appeared and we abandoned our charge.

Hoppius did not authorise him to say to Mr himself .- We retired to a wood, and flung Vogel that there was no doubt about his ourselves down and slept, and in our sleepstood him, and he repeated what he said to from the main body, miles from a town,

him I was in grave doubts. No date was ence, however, got hold of some unwilling He left without coming to any arrangement. | met disconsolate and tired, and determined that would came forward at I saw Mr Vogel about eight times altogether to make the best of it, we lighted a fire and £2.10 afterwards. This offer had been on this business; he came whenever a vessel made some tea, lighting our fire with a already refused by Mr E. Vogel through the arrived from Hoihow. I received the chits cartridge, as we had no matches; then I I did not know that sugar had risen from Messrs Vogel, but they did not impress | walked over to the poor wounded men left swear that there was nothing said about claiming this sugar shipment. I did not the Turks were too strong for the Russians the time the sugar would be coming forward consider any new conditions had been im- to hold the position, and the Russians were between me and Mr Hoppius; the under- ported into the contract we came into on the forced to retire. We were between the two standing was only shipment by the Hannah 18th June. I claim damages from the Chi- armies, and we well knew the treatment of Law and the vessel following. We began nese contractor for the difference in the the Turks to prisoners and wounded. Here to load the Hannah Law at the beginning prices of sugar, on behalf of my friends in I got a pipeful of tobacco from the Colonel, of June, and the sugar (250 tons) was ship- New York, but I did not claim damages from who, in his pain, remembered I had none ped at the end of the month. Since the him failing to ship sugar. The sugar was when on the mound and felt at his side for to have come at the end of August, and as his own bag; I don't think I ever saw so berth, the Aberlady and Grasmere. We none came, I told Mr Vogel that there was touching a piece of gentlemanly gratitude engage them with the prospect of filling them | no likelihood of the sugar coming. My order | for slight services, and I never enjoyed a with cargo we have in view. We chartered had expired then and I could not ship. The pipe more; but better was in store: I saw was no hope of getting the sugar, because with the three truants, and with delight I he was very sanguine.

the words that I had no doubts of getting The three horses had gone for a walk in By the Court:—The Hannah Law sailed the balance, to Mr Stael, on the 18th June. the wood; the bushes closing behind them about the 8th or 9th August. We shut out I was more hopeful before the 18th June, effectually concealing their retreat. 250 tons of our own cargo and sent it on by and I might have said so before that date, but on the 18th June, I was in grave doubts had been forgotten by our General and from the advices I received.

The case was adjourned till to-morrow at.

THE BATTLE OF YENI SAGHRA. The following interesting account of the battle of Yeni Saghra is contained in a private letter from Mr. Hale, the artist of

the Illustrated London News:-Well, at 6 in the morning we moved off and as Carrick and I rode on shead we were startled by a white puff from a thick wood across the plain, and the shrick of t shell as it fell harmless across the chausee ahead of us, then a galloping Cossack from the advanced guard, who cocked his gun as we approached; but thanks to Carrick. who speaks Russian like a native, he underus adopts the uniform some Correspondents think it necessary to put on, I was in brown suit and a small round cap, and Carrick in a glengarry cap. This little danger over and hearing Turks were ahead we rode on to a mound with an advancing battery of Cossack artillery and climbed the mound as they unlimbered. Here we were in a splendid position to see all, and as we lay down were quite safe from the shells which they poured about the roads. We saw the Turks apparently retire, and a shell from our battery pitch in their very midst as the Staff appeared, and seeing an important | defeats that were His Imperial Majesty to | designed lines near the model. Behind the from our mound in front of the Staff and be assessinated. Meantime the greater part foliage, is an antique staffie. got a mound all to ourselves in the very of his dominions, and especially Moscow, is midst of the operations. We repented our undermined with scoret societies, and arrests rashness, though only for a moment, when are continually but secretly being made. we found it impossible to stand on the hill A great rifle competition between 200 of for the shells which whizzed and shricked the best shots of Great Britain, including and burst around us; they were trying to Queen's Prize men of 1876 and 1877, and prevent our troops advancing by this way several silver medallists, was concluded on within a studio, and proceeds from our right, ever, the Russian stands fire too well, and prizes being of the total value of about 1,000% striking, because the model's form all down soon we were relieved by the advance of The shooting was generally of a high-class the left side is sharply distinguished from given above. Mr Stael left, saying that he the Tirailleurs, who advanced as cooliy as character. Among the winners of the would try again. He did not come back again | if they were at a review; the officers in the Mr Carl-Vogel then front, our friends went by into the shallcame; my partner, Mr Gultzow was present. strown plain and advanced on the Turks petition, 200 yards, seven shots, with a score

stopped the loading, because the sugar | through Mr Stael that I would give him 250 | the Russian attache said afterwards, he had | Johnson, 1st Cumberland, 201., seven shots | exhaustive studies, renders the whole with a |

Mr E. Vogel, who asked me to com- galloped up and dashed forward about 400 Witness continued:—The offer we made promise the matter. I said I could not yards, and wheeling round opened a heavy there were wounded men in the wood to Cross-examined:—When Mr Stael return- our left. So we did all we could for our got one leg; mine has still two."

> thought of our lanch on the day before, and he had said so to Mr Vogel. He said Mr of the goose and the dough, though starving was heard; and supposing that a fight was Mr Stael was here recalled to say whether | the good Terence had saved the remains Agent at Hoihow did not tell me that there the faithful Terence and the Bulgarians embraced my horse and felt rich again, and Re-examined:-I am sure I did not use rewarded the poor fellows handsomely.

"Night closed in and still no orders; we must act for ourselves. The poor fellows. were lifted into long waggons, and many were the shricks and groans and the continued cries for 'woda, woda.' My flask was soon empty, and again I blessed the moment I decided to take a large one instead of the small regulation one. Three or four times our departure was delayed by some moved in pitch darkness, very slowly and wearily, until we came up with a picket of to the wars, and I don't go to the opera." Hussare that had cut their way through the Circaesians in the after part of the battle. Here Carrick and I determined to stay and lie down. In the morning we his most successful and honourable efforts in awoke, and I found we had in the darkness down close to the dead-a horrible moment; but I am now so accustomed to horrors, I did not take much notice, the morning we all moved on, and I found my friend Rose at Head Quarters, much to my delight, as I had been uneasy about him without necessity."

LUNDON GOSSIP.

From St. Petersburg I hear that the Czar is literally afraid to leave his army. Popular,

18th Lancashire, who won 18L in No. 1 comme "how about your by the wood. Then came the most fear. of 85; Berg. Ess. 14th Lancachire, 161., 800 pervades the shadow, so as to soften the likey also were allowed the privilege of the Arn I ever heard at a review, and as guide, seven shots, excess 35; Private J.

would have to go at the bottom, while the tons. He said he could not take the 250, but never heard anything like it himself, I was at 200 yards, 500 yards, and 600 yards, and noble solidity, without contrasted illumination. light cargo would be on top, otherwise the would do so if I would give him the 500 not overrating it. The noise was incessant aggregate store of 80; Private M Kinlay, tion and shadowing. We are to accept this tons more. I told him I could not do so as and the smoke dense. Where we lay we Queen's (Edinburgh) Rifle Brigade, 20%, work simply as a representation of nature, I was in grave doubts of the arrival of sugar, were happily out of the line of fire and just seven shots at 200 yards and 500 yards, selected in details, of course, and in that received from Messrs Siemssen & Co., deny- as might come forward at the same freight ing with harmless thuil as it reached the Cheshire, 151., seven shots at 500 yards, turesque in any degree that can be called as might come forward at the same freight ing with harmless thuil as it reached the Cheshire, 151., seven shots at 500 yards, turesque in any degree that can be called as might come forward at the same freight ing with harmless thuil as it reached the the Johanna, and intimating that no more to name a smaller quantity, but I said I however, for the Russian Infantry were 151., seven shots at 600 yards, score 34 points. called tall, the contours are full without

vertually come to write the very pressure apartment close and the whole painting is free from the first intimation I had that the sugar was "I cannot bind myself to anything." The by the trees. Again they and the 83d to the Arc de Triomphe, at the top of the commonness and vulgarity or suggestions of the trees. Again they and the wood in Champs Elysees. The ex-Grand Vizier is more nakedness. The style of the draughts-not coming was on the evening of the 26th, last words I spoke to him as he left, were he was in power in Constantinople. He was is in keeping with this, and the drawing is dressed, when a reporter saw him last week, generally sound, careful, yet free. in a light tweed travelling suit, but retaining the fez-a sign of nationality which no true Ottoman ever puts off.

An interesting discovery has just been made at Tamworth, in Staffordshire. While a man was engaged in excavating for the erection of a wall near the board schools he came upon a small leaden box, which on being opened was found to contain some 300 coins. Some of them bear the impress of Stafford, Berwick, and Hereford. They appear to belong to the time of William I. brown, into the cup. and William Rufus, but it is intended to submit the coins to competent authorities for

Truth says there are two characteristic very foremost places; and, rising in his seat, he loudly exclaimed, "If I don't take my seat at that other table, I quit." Eventually one of the Queen's guests gave place to the irate youth. After dinner Her Majesty was conversing with General Grant, somewhat apart, when up came the irrepressible Grant minor, and thus addressed his astounded sire :- "I say, father, just introduce me stating that they had taken legal advice and the letter of that date. I replied denying still and called down to them that there was he added, "I guess, Queen, I'm about the

The same journal states that a friend, calling on a lady in the Rue de Grenelle, overheard the conversation of her little girl, barely six years old, with another little She was, he understood, most maiden. busy in making a pair of slippers for her grandpapa's birthday. "How happy you are, Marguerite," she said, with a sigh, to her companion. "Your grandpa has only

At the Dorchester Petty Sessional Division, of Halstock, near Sherborne, in somewhat extraordinary circumstances. The depositions taken at a previous sitting were read

James Randle, a labourer. This showed that on July 19 a dreadful moaning noise went to the top of a field on Mr Saunders's getting the balance, but he heard Mr Hop- our horses strayed. When I swoke, oh! farm at Higher Burton, where they found pins use those words as far as he under- awful moment, we found ourselves away Cox on his knees surrounded by three dogs, no horses, and dead tired, and the Turks quested the man to leave, but the latter

them large animals. He called to the dogs, "Take hold of him!" and they chased Cox, who jumped a hedge, in doing which, as he was partially stripped, he was somewhat scratched. The dogs went at the man like tigers, but they did not bite. Cox was found foaming at the mouth like a madman, and was taken to the county lunatic asylum, where he had since been confined as a raving maniae, having to be strapped down, whereas formerly he was a harmless man although of weak intellect. The prosecution suggested that the assault led to the man's insanity but the defence set up was that all other means than those adopted failed, and that Cox was trespassing at the time. Mr Dunning was committed for trial at the Dorset Quarter Sessions, bail in 50%. being accepted.

We are able to state that the Pope recently wrote to King Victor Emmanuelfor the first time since the occupation of Rome by the Italians-requesting His Majesty to use his influence to induce Countess Lambertini to withdraw from her suit, in order to avoid still greater scandal," and promising at the same time that the Count Antonelli should be induced to agree to a fair arrangement. The King replied that he could not interfere with the

Courts of Justice. An epicure à la Punch.-"Oh. George I'm ashamed of you—rubbing your lips like that, after that dear little French girl has given you a kiss!" "I'm not rubbing it out, mammy !-I'm rubbing it in!"

The King of Bavaria, the most uncompromising of all the Wagnerites, one day

Mr. Alma Tadema has just completed a picture which (save the Athenoum) is one of his boldest, and, taking it altogether, one of size, figure of a female model, standing nearly erect, in front view, on a platform before an artist; the latter person appears behind the principal subject of the work, and is in the act of studying her form. His figure is half hidden by the padestal on which the model is placed, and his expression is that of intense Both arms of the woman are raised, one of them is above her head, holding a broad purple fillet which binds her abundant dark brown hair, the other arm is partly sustained by a long, dry branch of indignation is so rife at the recent Russian palm, the foliage of which spreads in finely return whence he came he would probably palm branch, and partly seen between its ground proper comprises an ancient freise, resembling a portion of the Panathenale one and of whitish grey marble, rich and cool in colour, and designed to set off the ruddy carnations of the chief element of the work. The illumination is that of strong daylight Aug. 18 at the Altear ranges, Liverpool, the a little behind the woman; thus the effect is principal prizes were Private Rimmer, of the of her figure, that would otherwise be in deep shade, is displayed in its large and rich contours by an ample reflected light which

The nose is one of the best judges for distinguishing good tea, and how to prepare tea properly art teaches us. To obtain a beverage very aromatic and only in a small degree astringent, you must infuse the tea for half-an-hour in a very small quantity of cold water, and then add the boiling water, pouring the tea, before it is very saturates the whole texture of the leaves, and produces the same advantage as when we wish to obtain good broth from butcher's meat; and the boiling water separates the tannin from the cafferne, which is pre-cipitated when the infusion begins to grow cold. In effect, if you take tea in the from four to six times as much useful substance as the second. This last has the inconvenience of being only in a very small degree aromatic, and in a high degree astringent. The addition of a few drops of lemon juice, or of any other vegetal acid, renders tea more exciting; and this custom prevails among poor Chinese and many Russians. The addition of an alkali, on the contrary, makes tea less stimulating, and in some measure narcotical. In the East some drugs are put into tea to give it aphrodisiacal qualities. In Chinese Tartary, in Cashmere, and in other countries of Asia, the leaves of tea are eaten, cooked in various modes with butter, flour, and soda, and the richness of the leaves in albumine explains their nutritive power. It is said in the BAROMETERtravels of Huc, Gabet, Auchterlony, and others, that a good soup of tea is one of the best sliments for those about to undertake fatiguing journeys in lofty mountains. Tea excites the movements of the heart less than coffee, is less hostile to sleep, and is less fit to sustain intellectual labour; but more than coffee it increases the eliminative activity of the skin and respiration. In many persons tea produces an astringent effect on the intestines; Fand a troublesome constipation. The addition of a few drops of generous wine can prevent the wakefulness which tea causes. More than everything, experience availeth to indicate to any one whether from the state of his nerves, his brain, or his digestion, he ought to prefer tea or coffee. In every fashion it seems to be proved that, after dinner, the Chinese leaf ought to preferred to the Abyssinian berry. In very cold countries, and on very cold days-and consequently with supreme reason in the Arctic zone—tea is the best of drinks, as all travellers have demonstrated. Dr Kane did

especially of green tea, produces obstinate Apr. wakefulness, nervous tremblings, conyulsions, cramps of the stomach, palpitations of the heart, and so on .- Cope's Tobacco Plant. May THE LILY. BEAUTIFUL lily, dwelling by still rivers, Or solitary mere, Or where the sluggish meadow-brook delivers Its waters to the weir! Thou laughest at the mill, the whirr and worry Of spindle and of loom. And the great wheel that toils amid the hurry And rushing of the flume. Born to the purple, born to joy and pleasance, Thou dost not toil nor spin But makest glad and radiant with thy presence The meadow and the lin. The wind blows, and uplifts thy drooping banner. And round thee throng and run The rushes, the green yeomen of thy manor,

The burnished dragon-fly is thine attendant, And tilts against the field. And down the listed sunbeam rides resplendent With steel-blue mail and shield. Thou art the Iris, fair among the fairest. Who, armed with golden rod And winged with the celestial azure, bearest The message of some god.

The outlaws of the sun.

Thou art the Muse, who far from crowded cities Hanntest the sylvan streams. Playing on pipes of reed the artless ditties That come to us as dreams. _H. W. Longfellow.

PERSONS who are anxious to visit America met a soldier without a leg, and asked him but have not sufficient means to defray the was cold, as we could leave no dead behind when he lost it. "In the war of 1866," expenses of a voyage across the Atlantic 9, Anchises (s.), unburied for fear of the Turks mutilating replied the warrior gruffly. "Don't you and back are perhaps not aware that by 10, Paps, them; not that it much mattered, but they know me?" asked the King, somewhat travelling as "stowaways" they may at a 11, North Star, insisted on Christian burlal. At last we piqued at the soldier's manner. "No; how very trifling cost and without much inshould I?" was the reply. "You don't go convenience attain their object. This method of making an economical visit to 14, Moss Glen. our "Transatientic cousins" in secoming 14 Patrie. very fashionable among people with limited incomes, or rather with no incomes at all; [18, Benarty (s.). and at the Liverpool police-court a few 18, Deucalion (e.) days ago four men and two boys were 19, Felix Mendelssohn, London charged with having stowed themselves Germanic, which arrived last week in the Mersey from New York. One only of these irregular passengers appears to have experienced any discomfort of a serious nature during the passage. There were, he complain. ed to the magistrate, too many stowaways on board, and had he known their number before starting he would have stowed himself away on hoard some vessel on the Anchor Line. The two boys seem to have had a. most agreeable and successful expedition. They both went out to Philadelphia as stowsways in a steamer on the American After "lionining" that city, they proceeded on foot to New York, gaining 10, Mikado. their subsistence by begging occasionally, and at other times by working for farmers. On reaching New York they hid themselves on hoard the Germanio, and arrived safely at Liverpool, after a few weeks' absence most profitably spent on an enjoyable and instructive tour. They were given the option of going to prison for fourteen days, or paying a fine of 20s, and no doubt chose the former, thus being conveyed from New York to Liverpool without the expenditure of one farthing. The men were fined 25 each, but by going to prison for two months

	Quotations.	
	Hongkong, October 3, 1877.	
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	Shanghai Steam Navigation, Tls. 80	•
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1	Hongkong Hotel Co., \$60	
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1	(Tukon at Messes Balconer & Oo.'s Premis	4
3	Queen's Koad.)	
	Hongkong, October 3, 1877.	
e [BAROMETER- 9 A.M 30.200	

(Wet bulb) 9 A.M. 1 P.M. 4 P.M. Uo. Maximum Do. Minimum over night 77 Shipping Intelligence. The following is corrected from the latest

THERMOMETER-9 A.M.... ...

London and Colonial Papers :---VESSELS TO ARRIVE. AT HONGKONG. Cardiff (Brest Feb.23 · Carrizal, = Sunderland v. S'pore New York - Astrea, for Canton Cardiff Cardiff not hesitate to call tea the "great panacea Antwerp of Arctic travel." The excessive use of tea, Cardiff Hamburg Liverpool 3, Staghound, 10. David. Antwerp . 11. Naworth, Antwerp Cardiff 12. Chandos, -Melbourne 13. Alstra, Liverpoo 15. Sophia, 26. Martha Jackson. Penarth Liverpoo Alexandra, 27. Kate Carnië. London 30, C. R. Bishop, Falmouth 2. Marco Polo, Hamburg London 4 Melbrek.

Faugh-a-Ballaugh, London Rhuddlan Castle, Cuxhaven F'dinand Brumm. Portsmouth London 9. Elmstone. Cardiff Candidate. Cardiff for Amoy 14. Denbighshire, 14. Helicon. Cardiff. Cardiff 17. Oneida-New York 18, Henry Lippett. Cardiff 19. City of Halifax, 19, Lord of the Isles, London Penarth 21, Clara, 28, Cuba. Penarth 7. City of Limerick (s.). London 10. Agamemnon (s). Liverpool 10, Ni gara, Coxhaven 11. Horsa, Liyerpool Cardiff 18, Jessie Jamieson, 14, Aberayte. Liverpool Cardiff 18, Carl Ritter,

Deal 25. Globe. Cardiff 30. Ferdinand, R. C. Rickners. Newport Hamburg Liverpool Cardiff Cardiff Penarth Cardiff Penarth Cardiff Liverboo London

Liverpool 2, Gedell, 19, Norman Court, Gravesend 4. Hermann, New York 8. Navesink.

Cuzhaven Glasgow New York New York

London

Cardiff (Spk'nJune24 Newcastle (N.S. W.) LOADING FOR CHINA AND JAPAN PORTS. At London. -- Steamers via Sues Canal Radnorshire. Glenfinlas. Fleurs Castle Gordon Castle. Zoppidar,



STEAM FOR Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancons, Venice, Mediterranean Ports. Southampton. and London, via Bombay,

Bombay, Madras, and Calcutta.

FIGHE PENINSULAR AND ORIENTAL STRAM NAVIGATION COMPANY'S Steam-ship KHIVA, Captain LEE, will leave this on THURSDAY, the 11th October, at Noon.

For further Particulars, apply to A. LIND, Superintendent. Hongkong, September 24, 1877.

Ship Company.

TAKING THROUGH CARGO AND FOR THE UNITED Passengers STATES AND EUROPE, ERS BEIN MOITORMOD

CENTRAL UNION PACIFIC AND CONNECTING

RAILROAD COMPANIES **LITD** ATLANTIC STEAMERS.

THE S. S. "OCEANIO" will be deapatched for San Francisco via Yokohama, on ----, the at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with

Steamers from Shanghai. Freight will be received on Board until p.m. of the PARCEL PAURAGES will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required. Return Passage Tickets available for 6

months are issued at a reduction of 20 per cent, on regular rates. For further information as to Freight er Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent. Hongkong, October 2, 1877.

> U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUGHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U.S. Mail Steamer CITY OF PEKING will be despatched for San Francisco, via Yokohama, on ---the ____, 1877, at 12 o'Clock Noon, taking Passengers, and Freight, for Japan,

the United States, and Europe. Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and

Europe VIA OVERLAND RAILWAYS. A Steamer of the Mitsu Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany. Freight will be received on board until

4 p.m., — Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany Overland

Cargo should be sent to the Company's

Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For security's sake, Shippers of Overland Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their

Bills of Lading. For further information as to Passage of India, China and Australia, and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., Agents. Hongkong, September 24, 1877.

insurances.

SHEONG ON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors. Kwor Achtent, Merchant. PANG YIM, Merchant. Ho Sam, of Hop Yik Chan, Merchant. Loo YEE, of the Yee On Hong, Merchant, LEE SING, of Lai Hing Firm, Merchant, CHEANG BING YEOMO, Merchant. CHOY CHAN, Merchant.

Manager-HO AME1.

TOLICIES against FIRE granted oil Buildings and on Goods, stored therein at CURRENT RATES, subject to Discount of 20 % on the Fremia,

OFFICE, 48, Bonham Strand.

Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED, and Jone HEAD OFFICE—HONGKONG.

of rend - and otherestment GENOIRS at all the Treaty Ports of China and Japan, and at Singapore, Salgon and Penang

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

MO CHARGE FOR POLICY FEES, JAS. B. COUGHTRIE, Secretary. Hongkong, November 1, 1871.

LANCASHIRE INSURANCE

COMPANY.

(FIRE AND LIFE.) CAPITAL .- Two MILLIONS STERLING.

THE Undersigned are prepared to grant TEA and GENERAL CARGO for L Porticins against the Risk of FIRE on upon which contributions are especia LONDON will be conveyed vid Bombay Buildings or on Goods stored therein, on invited is incorporated with each number without transhipment, arriving one week Coals in Matsheds, on Goods on board Original contributions in Chinese, Lat later than by the direct route. Silk and Vessels and on Hulls of Vessels in Harvaluables will be transferred to the Calcutta bour, at the name! Terms and Conditions.

Steamer at Galle.

Proposals for Life Assurances will be recelved, and transmitted to the Directors for their decision.

If required, protection will be granted on ocli first class Lives up to £1000 on a Single department.

Occidental & Oriental Steam- possis or any other information, apply to ARNHOLD, KARBERG & Co. Agents Hongkong & Canton. Hongkong, January 4, 1867,

> ROYAL INSURANCE COMPANY. THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates. MELCHERS & Co.,

Agents, Royal Insurance Company Hongkong, October 27, 1874.

OHINESE INSURANCE COMPANY (LIMITED.)

NOTICE,

DOLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the nett amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents, Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant A Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premis.

NORTON & Co.,

Agents, Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament,

ESTABLISHED 1809. CAPITAL £2,000,000.

TITHE Undersigned, Assars at Hongkong for the above Company, are prepared to grant Folicies against FIRE, to the extent of £10,000 on any Building, or Merchandise in the same, at the usual Rates, subject to a discount of 20.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE, IMCORPORATED BY ROYAL CHARTER

His Majesty King George The Birst, A. D. 1720.

MHE Undersigned having been appointed Agents for the above Corporation are Cargo are requested to endorse on the prepared to grant Insurances as fellows:--

* Marine Department, Policies at current rates payable either here, in London or at the principal Ports

Fire Department, Policles issued for long or short periods at current rates. A discount of 20 % allowed. Life Department.

Eb,000 at reduc d rates, HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of \$10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Dissumpt of 20% allowed HOLLIDAY, WISE 4 Co. Hongkong, Jennery 8, 1873.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE. Undersigned have been appointed Agents for the above Company at Hongroug, Canton, Foothow, Shanghai and Hankow, and are propered to grap; Insurances at ourrent rates.

HOLLIDAY, WISE & Co.

Intimations.

THE CHINA REVIEW

THE widely-expressed regret at the discontinuance of Notes & Queries on China and Japan, bas induced the publishers of this journal to issue a publication similar in object and style, but slightly

modified in certain details. THE CHINA REVIEW or Notes and Queries on the Ear Mast, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers publish demand, and the circulation justify, su extra matter.

The subscription is fixed at \$6.50 post paid, per annum, payable by non-resident in Hongkong half-yearly in advance.

The publication includes papers origin and selected upon the Arts and Science Ethnology, Folklore, Geography, Histor Literature, Mythology, Manners and Cutoms, Natural History, Religion, &c., &c. of China, Japan, Mongolia, Tibet, the Eastern Archipelego and the Far East

generally. A more detailed list of subje French, German, Spanish, Italian or P tuguese, are admissible. Endeavor are made to present a resume in es number of the contents of the most rece works bearing on Chinese matters. Gre attention is also paid to the Revi

Notes and Replies are classified to For Rates of Premiums, forms of pro- ther as "Notes" (head references bei given, when furnished, to previous No or Queries), as are also those queries which though asking for information, furnish n or unpublished details concerning the m ter in hand. It is desirable to make Queries proper as brief and as much the point as possible.

> The China Review for July and Augus 1875, is at hand. It says that forty-t essays were sent in to compete for the b paper on the advantages of Christianity the development of a State. All our lear ed societies should subscribe to this scholar and enterprising Review. It is a six paged, bi-monthly, repertory of what sel lars are ascertaining about China. T lecture on Chinese Poetry in this volume alone worth the price of the Review. A dress China Review, Hongkong.-Northe

Christian Advocate (U.S.)

Trubner's Oriental Record contains the fo lowing notice of the China Review: - "Ti is the title of a publication, the first numb of which has lately reached us from Hor kong, where it has been set on foot as some respects a continuation of Notes as Queries on China and Japan, the extincti of which useful serial a year or two ago h been much regretted in Europe as well in China. The present publication, judgi by the number now before us, is intended occupy a position, as regards China and t neighbouring countries, somewhat simil to that which has been filled in India by the Calcutta Review. The great degree of s tention that has been bestowed of late yea upon the investigation of Chinese literatur antiquities, and social developments, to se nothing of linguistic studies, has led to the accumulation of important stores of information ation, rendering some such channel of pu licity as is now provided extremely desi able; and contributions of much intere may fairly be looked for from the membe of the foreign consular services, the Chine Customs' corps, and the missionary bod among whom a high degree of Chine scholarship is now assiduously cultivated and who are severally represented in the fir number of the Review by papers high creditable to their respective authors. a paper on Dr. Legge's She King, by th Rev. E. J. Eitel, to which the place honour is deservedly given, an exceller summary is presented of the chronologic problems and arguments involved in cor nexion with this important work. Son translations from Chinese novels and plays Amoy are marked by both accuracy and freshness of style : and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice—that-"Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine.

THE CHINESE MAIL.

This paper is, now leaved every day. The subscription is fixed at Four Bollars per annum delivered in Hongkong, or Seven Bollars Fifty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The editorial department is conducted by Mr Chun Ayin, whose experience and competence have already been most fully Policies issued for sums not exceeding demonstrated. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place to on a business and legal footing.

FOOCHOW SHIPPING IN PORT.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan,— from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, - consider themselves in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of

The field open to a paper of this description-conducted by native efforts, but progressive and anti-obstructive in tonein almost limitless. It on the one hand commands Chinese belief and interest while on the other deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements. Subscription orders for either of the

GEO, MURRAY BAIN.

shove may be sent to

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, communcing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section. The half harmonth out out servering I have 1. From Green Island to the Gas Works. 2. From Gas Works to the Novelty Iron Works. 3. From Novelty Iron Works to the Harbour Master's Office.

4. From Harbour Master's to the P. and O. Co.'s Office.

Section. 5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard. 7. From Naval Yard to the Pier.

Vessel's Name.	ducko	Captain.	Flag and Rig.	Tons,	Date of Arrival.	Consignees or Agents.	Destination,	Remarks.
Amboto -	. Jan	Brown	198 Jan 1990	3) (1, 1, 1,	edil singo	The many many many many for the second	To the State of th	A COMMING
Burmese	I	Luck	Brit. str. Brit. str.	•	Oct. 2	A. McG. Heaton	CI	_a.g a 2003
Camoes		Carter	Brit. str.		Sept. 22 Oct. 2	Jardine, Matheson & Co. Kwok Acheong	S'apore and Penang	[and the West of the Control of the
Donglas	5 h	Pitman	Brit. str.		Oot. 3	Douglas Lapraik & Co.	Coast Ports	Sands Slip
Egeria F	4 0	Paulsen	Ger. str.		Oot. 1	Siemssen & Co.	- Lagran	7th inst. To-morrow
rame Fuyew	0 n	Stopani	Britte str.		****	H.K. & W'poa Dock Co.	***************	Tug Plying
Glenearn	5	Croad Gasson	Ohi. str. Brit. str.	920	Oct. 2	C. M. S. N. Co.	Shanghal	To-day
Java		Weber	Brit. str. Dut. str.		Oct. 1 Oct. 1	Jardine, Matheson & Co. Wm. Pustau & Co.	Y'hama & Nagasaki	Tooday idea
Malacca	-5 c	Briscoe	Brit. str.			P. & O. S. N. Co.	Yokohama	34-21-
Norna	2 b	Walker	Brit. str.		Sept. 30	Kwok Achoong	Swatow	Mails
Rajanattianuhar		Hopkins	Brit, str.	933	Sept. 24	Yuen Fat Hong	Bangkok	To-morrow
Sea Gull W. Cores de Vries	8 h	Roberta	Brit. str.		Sept. 19	Insurance Company		ANG BEAR DE
Saling Vessels	ОП	* ** ** * * * * * * * * * * * * * * *	Brit. str.	354	June 4	G. McBain	· · · · · · · · · · · · · · · · · · ·	Repairing
Abiel Abbot	8.0	Chase	Am. 3m. 50.	500	Sept. 24	No. 1 de la constante de la co		16 gd n 354
Aberlady		Nicoll	Brit. bqe.	735	Aug. 5	Vogel, Hagedorn & Co.	New York	1711
Alphington	3 c	Cunningham -	Brit. bqe.	326		Wieler & Co.	TION TOPK	K'loong Doo For Sale
Alva	8 c	SOUZB	Port. ah.	631		Brandao & Co.	Committee of the commit	POP DAID HAS
Annie S. Hall Auguste	Q D	Nelson Thomsen	Amer. bqe.		Sept. 25	Douglas Lapraik & Co.	Newchwang	Cleared
Bertha			Brit. 3m.sc.	210	Aug. 10	Meyer & Co.	Cape Town	्न अध्यक्ष स्
Chamron Kamrye		I 	Ger. bqe. Siam. bqe.	442	Sept. 25	Wieler & Co. Chinese	Hamburg	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
Charron Wattana	2 b		Siam, sh.	656	Aug. 12		The state of the s	
Oheng Soon	2 h	Oheng Sang	Siam, sch.		April 30	Ohinese	The second of the second product of the seco	
Chilli and the state of the sta	4 k	Veal	Brit. bge.	445	July 80	Gibb, Livingston & Co.	Callao	letti i eti i e, ≨(k) Lii o
Chinaman Chinaman	8 0	Mackenzie	Brit. bqe.	667	Sept. 21	Douglas Lapraik & Co.	74 1 3 64 51 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Cilurnum Corean	Ø U	Shrewabury	Brit. sh.	1884	Sept. 25	Wieler & Co.		HON MERKA
Corinne	Q L	Vincent Robertson	Amer. sch.	100	Sept. 25	Insurance Co.		
Oriterion	9	A STATE OF THE PARTY OF THE PAR	Amer. sh.	300	gept, 19	Wieler & Co.		
Darra	1 6	Cameron	Brit, sh.	1040	Sept. 1	Siemssen & Co. Jardine, Matheson & Co.	#T_#_T	
Dartmouth	1 c	Robertson	Brit, bqe,	915	Sent 22	Order Mathemon & Co.	Haiphong	
Galatea	7 h	Jaeger Hands	Ger. sh.	1296	July 30	Vogel, Hagedorn & Co.	San Francisco	
Geo. Croshaw	13 k	Iwing	Brit. bqe.	658	July 21	Vogel Havedown & On	London	
Gold Hunter	3 k	Freeman @	Amer, sh.	- 12 00	ปนไซ ซี	Russell & Co.	New York	
Grasmere Great Admiral	O R	Hastings	Brit, bge,	698	July 1	Vogel, Hagedorn & Co.	New York	
Gustav Adolph	4 1		Amer. sh.	1076	Aug. 19	Russell & Co.		11.20
H. S. Sandford	2 k		Ger. bge. Amer. sh.	1105	U00. 2	Eduard Schellhass & Co. Russell & Co.	State Control of the	
Harbinger	$\bar{3}$ $\bar{\mathbf{k}}$			1506	July 27	Jardine, Matheson & Co.	New York	
Isles of the South	8 k	Dennett	Brit, ab.	820	July 5	Arnhold, Karberg & Co.		
Jacobine	18 k	Hohlmann	Ger. bae.	417	Aug. 21	Siemesen & Co.	Newchwang	
Jalo:	8 0	Moberg	Russ. sh.	1865	Sept. 30	Jardine, Matheson & Co.		
Jubilee Kim Saar Baat			Drit. 811,	765	July 11	Vogel, Hagedorn & Co.	San Francisco	
Kim Soon Hoat Largs		Kent Brown	Sia. 8m. sc.	190	Sent. 2	Ohinese in a state of the same	14 23 5 26 75 3 5 5 7	
Leon Crispo	2 0		Brit. bge. Brit. bge.	700	Sept. 20	Eduard Schellhaus & Co.		
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	3 k	Monkman	Brit. bge.	847	inly 1	Insurance Cos. Vogel, Hagedorn & Co.	77	
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Mangerton	8 c	Thompson	Brit, bge.	330	Sept. 19	Adamson, Bell & Co.		
Mario	4 k	Burmeister	Ger. bge.	465	Sept. 25	Wm. Pustau & Co.		
Marie Louise	3 k	Guiboux	Fch. bqe.	425	Oct. —2	Carlowitz & Co.		14.4 To 24.4 M
Telusine Teteor	20	ritteger	Ger. bqs.	937	Sept. 29	Molohers & Co.		<u> </u>
Lignon	3 0		Ger. bge.	998	cept. 26	Melchers & Co.		Marie Contraction
orthampton		· · · · · · · · · · · · · · · · · ·	Amer. sch. Brit. sh.	±0% 1161	Oct. 2	Eduard Schellhass & Co. Gilman & Co.		
saka	3 c	Lowe	Brit, bqe.	529	Sent R	Meyer & Co.		Cleared
elho	4 k	Christiansen	Ger. bge.	250	Sept. 27	Arnhold, Karhere & Co	Guam	Cleared
eruvian	2 c	Berry	Brit. sh.	TOBO	Sept. 6	Meyer & Co.	The state of the second state of the second	ranger and the second
icciola	4 k	Grafe	Ger. bqe.	239	Oct. 2	Siemasen & Co.		A STORY
resperity oderick Hay	4 D			476	Sept. 25	Uninese		terri Sangara
t. Anne	4 b		Brit. bqe. Foh. bg.	- 28 6	Sept. 19	Rozario & Co.		
tarlight] 0	Wachtelbrenner	Foh. bg. Siam. bg.	239	Sept. 2 Sept. 11	Carlowitz & Co. Chinese	Halphong	
tar Queen	4 b	MacKintosh	Brit. bqe.	769	Aug. 13	Eduard Schollham & Co."	Namahmata	put back
umatra	3 k	Olongh	Amer. sh	TUMI I	Sent 5	Kinggell & C.	Newchwang	
ydenham	4 k	Miller	Brit.——sh—	-1068	Jerl v - 11	Vocal Hamatan Land	London	April 100 Property of the
nerese Behn	3 k	2 COLUMN 1	Ger. Dde	400	Sept. 4	Siemssen & Co.	7	M = 141
hoon Kramom			Slam. bge.	474	Sept. 26	Siemssen & Co.		
itan iscount Macduff			Amer, sh	1229	Aug. 17	Meyer & Co.	London	19 19 19 19 19 19 19 19 19 19 19 19 19 1
	0 K		Brit. 3m.sc.	289	Aug. 28	Borneo Co., Limited	Halphong	Cleared
	7 h	'	Brit. bge. Brit. bge.		Oct. 2	Wm. Pustau & Co.		
WHAMPOA	-		Mda.	• T.X	Sept. 5	Meyer & Co.	London	Wanchai Pie
lodden		Fraser	Brit. bge.	837	Sept. 28	Chinese		No. of the second
armouth]	McPherson	Brit. 3m.sc.	199	Sept. 26	Meyer & Co.		
lumboldt		Ma. 44	Ger. bqe.	880	Sept. 29	Eduard Schellhass & Co.		
CANTON	1.					Sales of the sales		
mov		Dreweg -	LFEEL LL	017	1 TO 1	Classes - A		

Men-of-war in Hongkong Harbour.

Sept. 30 Siemssen & Co.

1 C. M. S. N. Co.

Shanghai

Vessel's Name.	Anchor- Flag.	Olass.	Tons. Guns.	H. P. Date	COMMANDARY
Lai Tai Mecanee Moorhen Mosquito Victor Emanuel	2 k Annamite 6 k British 6 h British 6 h British 6 c British	gunboat military hospital gunboat gunboat Commodore's flag-ship	1200 4 2591 450 4 430 4 3087 14	50 Sept.	19 Needham 2 R. H. Paul

661 Oct.

str.

HONGE	CHINESE GUN-VESSELS IN CANTON WATERS, &c.							
Name.	Tone.	Captain.	Owners.	Name.	Tons.	Guns.	Н. Р.	Commander.
Fei Wan Ichang Kin Shan Kiu Kiang Lintin Powan Saada Sir J. Jeejeebhoy Spark White Cloud Yotsai	700 457 617 69 1890 87 184 140 280 180	Martin Cary Benning, T. Benning, A. Lefavour Hoyland Browne	Kwok Acheong H., C. & M. S. boat Co. P. & O. S. N. Co. Kwok Acheong H., C. & M. S. boat Co. H., C. & M. S. boat Co. Kwok Acheong	An-lan Chen-jui Chen-to Ching-on Ching-po Chun-tung Li-she Peng-chou-hai Quang-on Shen-chi Sui-tsing Tohing-tsing Tsing-po	221 80 221 120 180 150 80 600 120 180 180 180 100	7372624445488	70 20 70 40 60 40 20 120 60 60 60	J. Godsil E. F. Collins Stewart Chinese Admiral C. De Longueville Salt Commissioner McLeish A. Fry Li Ping Tye H. Wade J. Calder Bessard Ching

FOOCHOW SHIP	PING IN PORT.	MERCHA	NT STRAMERS.	SAILING VESSELS.		
September		Khiva	British	Capella	Swedish barque	
MERCHANT		Klang-ching	Chinesa	Cariolanus	British ship	
Gleneagles	for London	Havg-foo	Chinese	Centurion .	British ship	
Juan	for London	Extang piatt	Chinese -	Charley	British barque	
	for London	Kiang-wae	Chinese	Duke of Abercorn	British ship	
MERCHANT BAD	Ling yessels.	Kiang-yuen	Chinese	Edward Barrow	British barque	
Carmelita & Ide		Kiushiu Maru	Japanese	Foothow	Siamese brig	
	for Cape Town	Lee Yuen	Chinese	G. T. Ray	British barque	
E. C. Mutch	British schooner	Paukong*	British -	Hedvig	Swedish barque	
Kate Conley	for Brisbane	Salkio Marus	Japanesa	Jean Pierre	French barque	
Kronprindsoasti	Danish barque	Shanghai	British	Jerusalem	British barque	
Spinaway	for Freemantie	Sin Nanzing	British	Lady Bowen	British barque	
		Southow	American	Longfellow	British barque	
SHIPPING IN SHAN	GHAI HARBOUR.	Tabyew	Chinese	Meridian	Siamese barque	
Septainber		Ta-yue-fung	American	Ornate	British barque	
MEROHANT		Tung Ting	Chinese .	Pelham	British barque	
Amoy	British	Yang-tse	Fronch	Pym	for Flow York	
Chin-tung	Chinese	*Yungching.	Chinese	Santon	for London	
Conquest	British	Yungning	Chinese	Saracen	British ship	
Fungshun	Ohinese	MERCHANT	MAILING VESSELS.	Siam	Siamese barquis	
Glenstiney	N. York v. Fichow	Abbey Cowper	for Portland (Oregon)	Sir Lancelot	British barque	
Has ting	Chinese	Antioch	American barque	Supreme	British barque	
H. O. Orsted	Danish	Black Adder	for London	Taitsing	British ship	
Hochting	Chinese	Caller Up	for New York	Vesta	American barries	
Honan	Ohinese			Woollahra	for London	
Hwalyuon Chiness		" pince left post, or	atrived at Hongkong.	Wylo	British ship	
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Printed and published by Uno. Mynnay Bain, at the China Mail Office, No. 2, Wyndham Street, Houghous



STEAM FOR Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Venice, Mediterranean Ports, Southampton, and London, via Bombay,

Bombay. Madras, and Calcutta.

MIHE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship KHIVA, Captain LEE, will leave this on THURSDAY, the 11th October, at Noon.

TEA and GENERAL CARGO for LONDON will be conveyed via Bombay without transhipment, arriving one week later than by the direct route. Silk and valuables will be transferred to the Calcutta bour, at the usual Terms and Conditions.

Steamer at Galle.

Proposals for Life Assurances will be re-

For further Particulars, apply to A. LIND, Superintendent. Hongkong, September 24, 1877.

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE. THE HEIR MOINDAMEOU.

CENTRAL UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

THD ATLANTIO STEAMBRS.

THE S. S. "O'OEANIO" will be despatched for San Francisco via Yokoat 2 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghal,

Breight will be received on Board until p.m. of the _____. PARCEL PAUKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent, on regular rates, For further information, as to Freight

or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central. G. B. EMORY, Agent. Hongkong, October 2, 1877.

> U. S. MAIL LINE, PAOLFIO MAIL STEAMSHIP

COMPANY. THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUGHING

AT YOROHAMA; AND SAN FRANCISCO. THE U.S. Mail Steamer CITY OF PEKING will be despatched for San Francisco via Yokohama, on ----

the ----, 1877, at 12.0'Clock Noon, taking Passengers, and Freight, for Japan, the United States, and Europe. Through Passenger Tickets and Bills of Lading are issued for transportation to

Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe VIA OVERLAND RAILWAYS. A Steamer of the Mitsu Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close

connection at Yokohama At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Involces to accompany Overland

Cargo should be sent to the Company's Offices in Scaled Envelopes, addressed to the Collector of Customs at San Francisco. For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central. RUSSELL & Co., Agents.

insurances.

Hongkong, September 24, 1877.

sheong on fire insurance COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors. Kwon Achrona, Merchant. PANG YIM, Merchant. Ho Sam, of Hop Yik Chan, Merchant. Loo YEE, of the You On Hong, Merchant, LEE SING, of Lat Hing Firm, Merchant, CHEANG SING YEONG, Merchant, CHOY CHAN, Merchant.

Manager-HO AME1.

OLICIES against FIRE granted on Buildings and on Goods stored therein at CURRENT RATES, subject to Discount of 20 % on the Premia.

OFFICE, 48, Bonham Strand.

Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED WEST HEAD OFFICE-HONGKONG.

GENOIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang

Risks accepted, and Policies of Insurance granted at the rates of Premium current a the above mentioned Ports.

NO CHARGE FOR POLICY PERS. JAS. B. COUGHTRIE, . Secretary. Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY,

(FIRE AND LIFE.)

CAPITAL .- TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Ac Polician against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matsheds, on Goods on board Vessels and on Hulls of Vessels in Harceived, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single department.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co. Agents Rongkong & Canton. Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY. THE Undersigned, Agents for the above I Company, are prepared to grant Insurances at current rates. MELCHERS & Co.,

Agents, Royal Insurance Company Hongkong, October 27, 1874,

INSURANCE COMPANY OHINESE (LIMITED.)

NOTICE, Tholicies granted at current rates on Marine Risks to all parts of the World. in accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the nett amount of Premia contributed by each, the remaining third being carried

to Reserve Fund. OLYPHANT & Co., General Agents. Hongkong, April 17, 1873.

> QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to gran Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premia.

NORTON & Co.,

Houghong, January I, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

> ESTABLISHED 1809. CAPITAL £2,000,000.

HE Undersigned, AGENTS at Hongkong for the above Company, are prepared to-grant-Folicies against FIRE, to the extent of £10,000 on any Building, or Merchandise in the same, at the usual Rates, subject to a discount of 20

GILMAN & Co., Agenta.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE INCORPORATED BY ROYAL CHARTER

His Majesty King George The Birst.

A. D. 1720.

WHE Undersigned having been appointed A Agents for the above Corporation are prepared to grant Insurances as follows:-Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department. -Policies issued for long or short periods at surrent rates. A discount of 20 % allowed. Life Department.

HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of \$10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Disaguat of 20% allowed

HOLLIDAY, WISE 4 Co. Hongkoug, January R. 1875.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON,

TETHE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foodhow, Shanghai and Hankow, and are propared to grant Insurances at ourrent rates, HOLLIDAY, WISE 4 Co.

Intimations.

CHINA REVIEW.

THE widely-expressed regret at the discontinuance of Notes & Queries on Ohina and Japan, has induced the publish. ers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

THE CHINA REVIEWE or Notes and Queries on the Far East, is issued at intorvals. of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at \$6.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original

and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelego and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number. Original contributions in Chinese, Latin, French, German, Spanish, Italian or Por-tuguese, are admissible. Endeavours are made to present a resume in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as are also those queries which, though asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The China Review for July and August, 1875, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a State. All our learned societies should subscribe to this scholarly and enterprising Review. It is a sixty paged, bi-monthly, repertory of what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume is alone worth the price of the Review. Address China Review, Hongkong.-Northern

Christian Advocate (U.S.) Trubner's Oriental Record contains the following notice of the China Review: -- "This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as in some respects a continuation of Notes and Queries on China and Japan, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' cores, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated and who are severally represented in the first number of the Review by papers highly creditable to their respective authors. In a paper on Dr. Legge's She King, by the Rev. E. J. Eitel, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connexion with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the Ohina Review may receive the support necessary to insure Its continuance. The publication is intended to appear every two months, and will

THE CHINESE MAIL.

form a substantial octavo magazine,

This paper is now issued every day. The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Seven Dollars Fifty Cents including postage to Cosst ports,

It is the first Chinese Newspaper ever issued under purely native direction. The editorial department is conducted by Mr Chun Ayin, whose experience and competence have already been most fully Policies issued for sums not exceeding demonstrated. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and cecurities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information. Gler the various Ports in China and Japan, Juan from Australia, California, Singapore, *Ol Penang, Salgon, and other places frequented by the Chinese, — consider themselves Car justified in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of

The field open to a paper of this description-conducted by native efforts, but progressive and anti-obstructive in tonein almost limitless. It on the one hand commands Chinese belief and interest while on the other deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for either of the

GHO, MURRAY BAIN,

shove may be sent to

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

and the second control of the second of the Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Novelty Iron Works. 3. From Novelty Iron Works to the Harbour Master's Office. 4. From Harbour Master's to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard. 7. From Naval Yard to the Pler.

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ruyew Glengarn	^ 5 /	c Gasson	Chi. str. Brit. str.		Oct. 2	2 C. M. S. N. Co.	Shanghat	To-day
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Alphington	3 c	c Cunningham	Brit. bqe. Brit. bqe.	730	Aug. 5	5 Vogel, Hagedom & Co.	New York	K'loong Dock
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Annie S. Hall	8 h	h Nelson	Amer. bge.	455	Aug.	0 Brandao & Co. 5 Douglas Lapraik & Co.	The state of the s	Contribution of
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Chamron Kamrye	2 h	h Möller	Siam. bge.	480	Sept. 4	4 Chinese	Tambur & San San A	
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Geo. Croshaw	8 k	kIwing	Brit, bqe.	1200	July 21	Vogel, Hagedorn & Co. Vogel, Hagedorn & Co.	San Francisco	I make the state of the state o
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sles of the South	8 k	Dennett	Brit. sb.	820	July 5	Arnhold, Karberg & Co.	A Control of the Cont	P. 1906 4 2
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4eteor	2 é	Dinkelberg	Ger. bqe.	598	Sept. 26	Melchers & Co.		Carried State
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orthampton	8 c	Clare	Brit, sh.	- 11 61	Aug. 30) Gilman & Co.	OR.	1
)saka	3 c	Lowe	Brit. bqe.	529	Sept. 8	Meyer & Co.		Cleared
elho	4 k	Christiansen -	Ger. bqe.	250	Sept. 27	Arnhold, Karbaro & Co.	Guan	Cleared
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t. Anne	4 K	Nicolson François	Brit. bge.	290	Sept. 19	Rozario & Co.		f
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tar Queen	P N	Wachtelbrenner MacKintosh	Brit hae	239	Sept. 11	Chinese	***************************************	put back
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V. E. Gladstone	4 k	Gallichan	Brit. bge.	534	Aug. 2	Wm. Pustau & Co.	Halphong.	Cleared
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lodden		Fraser	Brit. bge.	337	Sept. 28	Chingen	The state of the s	All Carlotte
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ungching	1 ,_	Gibbon	Chi. str.	661	A-5	C. M. S. N. Co.	Shanghai	1.

Men-of-war in Hongkong Harbour.

		0				Service National Confession	
Vessel's Name.	Anchor= age.	Flag.	Class.	Tons.	Guns. H. F	Date of Arrival.	Commander.
Lai Tai Meeanee	2 k 6 k	Annamite British	gunboat military hospital	1200 2591	4		M. Lelièvre
Moorhen Mosquito Victor Emanuel	6 h 6 h 6 c	British British British	gunboat gunboat Commedore's flag-ship	450 430	4 60 4 50 14	Sept. 19 Oct. 2	Needham R. H. Paul Commodore Watson

HONGKO	NG, M	IACAO AND STEAMERS	CANTON RIVER	CHINESE GUN-VESSELS IN CANTON WATERS, &c.				
Name. Fei Wan Ichang	Tons.	Captain. Martin	Owners. Capt, Sands Butterfield and Swire	Name. An-lan Chen-jui	Tons. 221 80	Guns.	H. P.	J. Godsil E. F. Collins
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Spark White Cloud Yotzai	140 280 180	Lefavour Hoyland Browns	H., C. & M. Sboat Co. H., C. & M. Sboat Co. Kwok Acheong	Quang-on Shen-chi Sui-tsing Tohing-tsing Taing-po	120 180 180 180 180	4 5 4 6 8	40 60 60 60 40*	A. Fry Li Ping Tye H. Wade J. Calder Bessard Ching

			Taing-po	100 8 40	Ching
FOOCHOW SHI	PPING IN PORT.	WYDAY	ANT STRAMERS.		
Septembe	r 22, 1877.	Khiva	. =		g vessels.
	STEAMERS.	Klang ching	British	Capella	Swedish barque
leneagies	for London	Klabg too	Chinese	Cariolanus	British ship
1611	for London	Kiang-piati	Chiness	Centurion	British ship
Olympia	for London	Kiang-wao	Chinese	Charley	British barque
MERCHART NA	ILING VESSELS.	Kiang yuen	Chinese	Duke of Abercorn	British ship
armelita & Ide	for Newchwang	Rinakie Maan	Chinese	Edward Barrow	British barque
therine Marden	for Cape Town	Kinshin Maru	Јарапове	Koochow.	Siamese brig
C. Mutch	Hritish schooner	Lee Yuen	Chinesa	G. T. Ray	British barque
ate Conley	for Brisbane	Paukong	British	Hedrig	Swedish barone
	Dominis harman	Salkio Maru-	Japanese	Jean Pierre	French barries.
ronprindsensén	Danish barque	Shanghai	British	Jerusalem	British barque
inaway	for Fraemantle	Sin Nanzing	British	Lady Bowen	British barque
iii Les de Matrocet	Control of the Contro	Soochow	American -	Longfellow	British barque
TILLING IN SHY	NGHAI HARBOUR.	Tabyew	Chinese	Meridian	Siamese barque
septembe	r 26, 1877.	Ta-yue-fung	American	Ornate	British barque
	STEAMERS.	Tung Ting	Chinese	Pelham	British barque
linoy	British	Yang-ta6	French	Pym	for New York
in-tung	- Chinese	*Yungching	Chinese	Santon	for London
nquest	British	Yungning	Chinese	Saracen	
ingshuri	Chinese	MERCHANT	 The state of the s	Siam	British ship
enartney	N. York v. Fichow	Abbey Cowper	BAILING VESSELS.	Sin Tankalat	Siamese barque
as ting	Chinese	Antloch	for Portland (Oregon)	Sir Lancelot	British barque
O. Orsted	Danish	Black Adder	American barque	Supreme	British barque
ochting	Chinese	Caller Qu	for London	Taitsing	British ship
onan	Ohluece	American Alt	for New York	Vests	American basque
walytten	- Chinese	& Since left and	attited at Hongkong.	Woollakira	for London
		water a retail of	SETTAGE SE TO OBSECTS.	Wylo	British ship

Printed and published by One, Myrnay Bain, at the Chine Mail Office, No. 2, Wyndham Street, Houghers.